

NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

NC Min Alt#2	-	5	MEB	-	388
NC Min Rdr#2	-	10	MQI	-	380
NC Min TO#2	-	17	MRH	-	62
14A	-	408	MRN	-	410
1A5	-	242	MWK	-	414
2A5	-	355	N52	-	573
5W4	-	449	N63	-	564
5W8	-	535	NCA	-	321
8A7	-	392	NKT	-	150
ACZ	-	560	OAJ	-	333
AFP	-	553	OCW	-	566
AKH	-	244	ONX	-	183
ASJ	-	34	PGV	-	302
AVL	-	54	PMZ	-	446
BUY	-	72	POB	-	229
CLT	-	86	RCZ	-	495
CPC	-	580	RDU	-	451
CTZ	-	163	RHP	-	47
DPL	-	340	RUQ	-	513
ECG	-	192	RWI	-	498
EDE	-	187	SIF	-	486
EHO	-	528	SOP	-	443
EQY	-	394	SUT	-	430
ETC	-	550	SVH	-	545
EWN	-	420	TDF	-	503
EXX	-	350	TTA	-	522
EYF	-	204	UKF	-	427
FAY	-	217	VUJ	-	38
FBG	-	237	W03	-	597
FQD	-	510	W40	-	418
GEV	-	337	W95	-	433
GSB	-	258	ZEF	-	209
GSO	-	274			
GWV	-	269			
HBI	-	49			
HFF	-	77			
HKY	-	312			
HNZ	-	436			
HRJ	-	211			
HSE	-	309			
IGX	-	79			
ILM	-	587			
INT	-	603			
IPJ	-	359			
ISO	-	344			
IXA	-	491			
JNX	-	539			
JQF	-	168			
LBT	-	374			
LHZ	-	368			
MCZ	-	583			

NC Mins - Alternates #2	-	5	NEW BERN	EWN	-	420
NC Mins - Radar #2	-	10	NORTH WILKESBORO ..	UKF	-	427
NC Mins - Take-Off #2	-	17	OAK ISLAND	SUT	-	430
AHOSKIE	ASJ	-	OCRACOKE	W95	-	433
ALBEMARLE	VUJ	-	OXFORD	HNZ	-	436
ANDREWS	RHP	-	PINEHURST-SOUTHERN	SOP	-	443
ASHEBORO	HBI	-	PLYMOUTH	PMZ	-	446
ASHEVILLE	AVL	-	RAEFORD	5W4	-	449
BEAUFORT	MRH	-	RALEIGH-DURHAM	RDU	-	451
BURLINGTON	BUY	-	REIDSVILLE	SIF	-	486
CAMP MACKALL	HFF	-	ROANOKE RAPIDS	IXA	-	491
CHAPEL HILL	IGX	-	ROCKINGHAM	RCZ	-	495
CHARLOTTE	CLT	-	ROCKY MOUNT	RWI	-	498
CHERRY POINT	NKT	-	ROXBORO	TDF	-	503
CLINTON	CTZ	-	RUTHERFORDTON	FQD	-	510
CONCORD	JQF	-	SALISBURY	RUQ	-	513
CURRITUCK	ONX	-	SANFORD	TTA	-	522
EDENTON	EDE	-	SHELBY	EHO	-	528
ELIZABETH CITY	ECG	-	SILER CITY	5W8	-	535
ELIZABETHTOWN	EYF	-	SMITHFIELD	JNX	-	539
ELKIN	ZEF	-	STATESVILLE	SVH	-	545
ERWIN	HRJ	-	TARBORO	ETC	-	550
FAYETTEVILLE	FAY	-	WADESBORO	AFP	-	553
FAYETTEVILLE	POB	-	WALLACE	ACZ	-	560
FORT BRAGG	FBG	-	WALNUT COVE	N63	-	564
FRANKLIN	1A5	-	WASHINGTON	OCW	-	566
GASTONIA	AKH	-	WAXHAW	N52	-	573
GOLDSBORO	GSB	-	WHITEVILLE	CPC	-	580
GOLDSBORO	GWV	-	WILLIAMSTON	MCZ	-	583
GREENSBORO	GSO	-	WILMINGTON	ILM	-	587
GREENVILLE	PGV	-	WILSON	W03	-	597
HATTERAS	HSE	-	WINSTON-SALEM	INT	-	603
HICKORY	HKY	-				
JACKSONVILLE	NCA	-				
JACKSONVILLE	OAJ	-				
JEFFERSON	GEV	-				
KENANSVILLE	DPL	-				
KINSTON	ISO	-				
LEXINGTON	EXX	-				
LIBERTY	2A5	-				
LINCOLNTON	IPJ	-				
LOUISBURG	LHZ	-				
LUMBERTON	LBT	-				
MANTEO	MQI	-				
MAXTON	MEB	-				
MOCKSVILLE	8A7	-				
MONROE	EQY	-				
MOORESVILLE	14A	-				
MORGANTON	MRN	-				
MOUNT AIRY	MWK	-				
MOUNT OLIVE	W40	-				

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ILS or LOC Rwy 22L¹²
NDB Rwy 22L¹
RNAV (GPS) Rwy 4R
RNAV (GPS) Rwy 22L

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, C, D, 700-2.

ANDERSON, SC

ANDERSON RGNL ILS or LOC Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34¹²
RNAV (GPS) Rwy 16³⁴
RNAV (GPS) Rwy 34³⁵
RADAR-1, 900-2³⁴¹

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2^{1/2}. LOC, Category D, 800-2^{1/2}.

³NA when local weather not available.

⁴Categories A,B, 900-2; Category C, 900-2^{1/2}; Category D, 900-2^{1/2}.

⁵Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL RNAV (GPS) Rwy 17
NA when local weather not available.

BEAUFORT, SC

BEAUFORT COUNTY RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-
H E AVENT FIELD.. RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-A

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE
RGNL RNAV (GPS) Rwy 6
NA when local weather not available.
Category D, 800-2^{1/2}.

CHARLESTON, SC

CHARLESTON AFB/INTL .. ILS or LOC Rwy 15¹
ILS or LOC Rwy 33¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 33²
VOR/DME or TACAN Rwy 3³
VOR/DME or TACAN Rwy 21³

¹ILS, Category E, 700-2^{1/2}. LOC, Category E, 800-2^{1/2}.

²Category E, 800-2^{1/2}.

³Category E, NA.

CHARLESTON

EXECUTIVE.. ILS or LOC Rwy 9
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS
INTL ILS or LOC Rwy 23
ILS, Categories A, B, C, D, 700-2.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

ALTERNATE MINS

NAME ALTERNATE MINIMUMS

CLEMSON, SC

OCONEE COUNTY RGNL.. RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY.. RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

COLUMBIA, SC

COLUMBIA
METROPOLITAN ILS or LOC Rwy 5¹
ILS or LOC Rwy 11²
ILS or LOC Rwy 29²

¹ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C 800-2½; Category D, 800-2½.
²ILS, Categories C, D, 700-2.

CONCORD, NC

CONCORD RGNL ILS or LOC Rwy 20¹
RNAV (GPS) Rwy 2²
RNAV (GPS) Rwy 20²

Category D, 800-2½.

¹NA when control tower closed.

²NA when local weather not available.

CURRITUCK, NC

CURRITUCK
COUNTY RGNL RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON, SC

DARLINGTON COUNTY
JETPORT RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR/DME-A

NA when local weather not available.

EDENTON, NC

NORTHEASTERN RGNL LOC Rwy 19
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY
CG AIR STATION/RGNL . ILS or LOC Rwy 10¹²
RNAV (GPS) Rwy 10

NA when local weather not available.

¹ILS, Category D 700-2.

²ILS,LOC,NA when control tower closed.

NAME ALTERNATE MINIMUMS

ERWIN, NC

HARNETT
RGNL JETPORT LOC/DME Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/
GRANNIS FIELD LOC BC Rwy 22¹
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.

¹NA when control tower closed.

FLORENCE, SC

FLORENCE RGNL ILS or LOC Rwy 9¹²
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A

NA when local weather not available.

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²NA when control tower closed.

FRANKLIN, NC

MACON COUNTY RNAV (GPS)-A
NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

GASTONIA, NC

GASTONIA MUNI RNAV (GPS) Rwy 21
NA when local weather not available.

GEORGETOWN, SC

GEORGETOWN
COUNTY RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 800-2½.

GOLDSBORO, NC

GOLDSBORO-
WAYNE MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL.. RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

ALTERNATE MINS

NAME ALTERNATE MINIMUMS

GREENVILLE, NC

PITT-GREENVILLE RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

GREENVILLE, SC

DONALDSON CENTER ILS or LOC Rwy 5

NA when local weather not available.

NA when control tower closed.

GREENVILLE

DOWNTOWN ILS or LOC Rwy 1¹²³

RNAV (GPS) Rwy 1²⁴

RNAV (GPS) Rwy 10²⁴

RNAV (GPS) Rwy 19²⁴

RADAR-1¹⁴

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2; LOC, Category D, 800-2 $\frac{1}{4}$.

⁴Category D, 800-2 $\frac{1}{4}$.

GREENWOOD, SC

GREENWOOD

COUNTY NDB or GPS Rwy 27

VOR OR GPS Rwy 9

VOR Rwy 27

NA when local weather not available.

GREER, SC

GREENVILLE-SPARTANBURG

INTL-ROGER MILLIKEN ILS or LOC Rwy 4

ILS or LOC Rwy 22

RADAR-1

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS ILS or LOC Rwy 5

RNAV (GPS) Rwy 5

NA when local weather not available.

JEFFERSON, NC

ASHE COUNTY RNAV (GPS) Rwy 28

Categories A, B, 1100-2; Category C, 1100-3;

Category D, 1500-3.

NA when local weather not available.

KINGSTREE, SC

WILLIAMSBURG RGNL .. RNAV (GPS) Rwy 32

NA when local weather not available.

Category D, 1000-3.

NAME ALTERNATE MINIMUMS

KINSTON, NC

KINSTON RGNL JETPORT AT

STALLINGS FIELD ILS Rwy 5¹²

RNAV (GPS) Rwy 5³

RNAV (GPS) Rwy 23³

VOR Rwy 23¹

¹NA when control tower closed.

²Category D, 700-2.

³NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS ILS or LOC Rwy 5

RNAV (GPS) Rwy 5

NA when local weather not available.

LANCASTER, SC

LANCASTER COUNTY-

MC WHIRTER FIELD RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

VOR/DME-A¹

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2 $\frac{1}{2}$; Category D, 900-2 $\frac{1}{4}$.

LINCOLNTON, NC

LINCOLNTON-LINCOLN

COUNTY RGNL RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

LOUISBURG, NC

FRANKLIN COUNTY RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

VOR/DME-A

NA when local weather not available.

MONROE, NC

CHARLOTTE-

MONROE EXECUTIVE RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

MORGANTON, NC

FOOTHILLS RGNL RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 21

NA when local weather not available.

MOUNT AIRY, NC

MOUNT AIRY/

SURRY COUNTY RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

Category C, 900-2 $\frac{1}{2}$; Category D, 1000-3.

ALTERNATE MINS

NAME ALTERNATE MINIMUMS

MOUNT PLEASANT, SC

MT PLEASANT RGNL-

FAISON FIELD RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A

NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH INTL ILS or LOC Rwy 18¹
ILS or LOC Rwy 36

ILS, Category D, 700-2.

¹NA when local weather not available.

NEW BERN, NC

COASTAL CAROLINA

RGNL RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

NEWBERRY, SC

NEWBERRY COUNTY NDB Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

NORTH MYRTLE BEACH, SC

GRAND STRAND ILS Rwy 23¹
VOR Rwy 5
VOR Rwy 23²

NA when control tower closed.

¹ILS, Category D, 700-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

OAK ISLAND, NC

BRUNSWICK COUNTY RNAV (GPS) Rwy 5
NA when local weather not available.

ORANGEBURG, SC

ORANGEBURG MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 800-2½.

OXFORD, NC

HENDERSON-OXFORD LOC Rwy 6
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

RALEIGH/DURHAM, NC

RALEIGH-DURHAM

INTL ILS or LOC Rwy 5L¹
ILS or LOC Rwy 5R¹
ILS or LOC Rwy 23L²
ILS or LOC Rwy 23R²
NDB Rwy 23L³
VOR Rwy 32⁴

¹ILS, Category D, 700-2.

²ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC

SHILOH NDB Rwy 31
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

ROANOKE RAPIDS, NC

HALIFAX-NORTHAMPTON

RGNL RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR/DME Rwy 2

NA when local weather not available.

ROCK HILL, SC

ROCK HILL/YORK CO/

BRYANT FIELD RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

ROCKINGHAM, NC

RICHMOND COUNTY NDB Rwy 32
RNAV (GPS) Rwy 32

NA when local weather not available.

ROCKY MOUNT, NC

ROCKY MOUNT-

WILSON RGNL RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME Rwy 22

NA when local weather not available.

ROXBORO, NC

PERSON COUNTY RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

RUTHERFORDTON, NC

RUTHERFORD CO/

MARCHMAN FIELD RNAV (GPS) Rwy 1
NA when local weather not available.

ALTERNATE MINS

NAME ALTERNATE MINIMUMS

SHELBY, NC

SHELBY-CLEVELAND

COUNTY RGNL NDB Rwy 23¹

RNAV (GPS) Rwy 5

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

SMITHFIELD, NC

JOHNSTON COUNTY RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 21

NA when local weather not available.

Category D, 800-2½.

STATESVILLE, NC

STATESVILLE RGNL RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28

VOR/DME Rwy 10

NA when local weather not available.

SUMMERVILLE, SC

SUMMERVILLE RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

NA when local weather not available.

Categories A, B, 900-2; Category C, 900-2½.

SUMTER, SC

SUMTER RNAV (GPS) Rwy 5¹

RNAV (GPS) Y Rwy 23

RNAV (GPS) Z Rwy 23

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

WADESBORO, NC

ANSON COUNTY RNAV (GPS) Rwy 34

NA when local weather not available.

WALLACE, NC

HENDERSON FIELD NDB Rwy 27

Category D, 800-2½.

WALTERBORO, SC

LOWCOUNTRY RGNL NDB Rwy 23

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

WASHINGTON, NC

WARREN FIELD RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 35

NA when local weather not available.

WHITEVILLE, NC

COLUMBUS COUNTY

MUNI NDB Rwy 6

RNAV (GPS) Rwy 6

NA when local weather not available.

WILMINGTON, NC

WILMINGTON INTL .. ILS or LOC/DME Rwy 6¹²

ILS or LOC/DME Rwy 24¹²

ILS Rwy 35²³

RADAR-1³

RNAV (GPS) Rwy 6¹

RNAV (GPS) Rwy 17¹

RNAV (GPS) Rwy 24¹

RNAV (GPS) Rwy 35¹

¹NA when local weather not available.

²Category D, 700-2.

³NA when control tower closed.

WINSTON-SALEM, NC

SMITH REYNOLDS ILS or LOC Rwy 33¹²

RNAV (GPS) Rwy 15³⁴

RNAV (GPS) Rwy 33³⁵

VOR/DME Rwy 15⁵

¹NA when control tower closed.

²ILS, Categories B, C, 700-2, Category D,

800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

⁵Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

RADAR MINS

10238

RADAR INSTRUMENT APPROACH MINIMUMS

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV 2165

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	34		AB	2800 /24	660 (700-½)	C	2800 /60	660 (700-1¼)
			D	2800 -1½	660 (700-1½)			
	16		A	3000 /50	835 (900-1)	B	3000 /60	835 (900-1¼)
			C	3000 -2½	835 (900-2½)	D	3000 -2¼	835 (900-2¼)
CIRCLING			A	3000 -1	835 (900-1)	B	3000 -1¼	835 (900-1¼)
			C	3000 -2½	835 (900-2½)	D	3000 -2¼	835 (900-2¼)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV 10

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	25		ABC	440 -1¼	430 (500-1¼)			
CIRCLING			AB	500 -1¼	490 (500-1¼)	C	500 -1½	490 (500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

26 AUG 2010 to 23 SEP 2010

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10238

N1

26 AUG 2010 to 23 SEP 2010

RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (10126 USN)**ELEV 37****RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	23 ^{2 5}	3.0°/44/821	ABCDE	116-¾	100	(100-¾)
	32	3.0°/40/771	ABCDE	275-1	250	(300-1)
	14	3.0°/40/768	ABCDE	282-1	250	(300-1)
	5 ^{2 5}	3.0°/38/779	ABCDE	137-¾	100	(100-¾)
PAR W/O GS ¹	23 ^{4 8}		ABCDE	360-¾	344	(400-¾)
	5 ^{4 9}		ABCDE	360-1	323	(400-1)
	14 ⁸		ABCDE	380-1¼	348	(400-1¼)
	32 ⁸		ABCDE	380-1¼	355	(400-1¼)
ASR ⁸	23 ³		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5 ⁷		AB	440-¾	403	(500-¾)
			CD	440-1	403	(500-1)
			E	440-1¼	403	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

¹No-NOTAM MP 1200-2000Z++ Sat. ²When ALS inop, increase vis CAT ABCDE to ½ mile.³When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁴When ALS inop,increase vis CAT ABCDE to 1¼ miles. ⁵CAUTION: PAR and VGSI not coincident. ⁶Cross 2 NM from touchdown, 640 min alt. ⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁸VDA and VGSI not coincident. ⁹Cross 2 NM from touchdown 660 min alt.**BOGUE MCALF (KNJM), NC (10070 USA)****ELEV 22****RADAR¹ - (E) 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	23 ²	3.0°/37/706	ABCDE	271-1	250	(300-1)
ASR	23 ^{2 3}		ABCDE	400-1	379	(400-1)

¹RADAR svc avbl by PPR only, during sked field hrs, etc ATC DSN 582-0697, C252-466-0697 for PPR. ²CAUTION: 20:1 visual area penetrated. Procedure NA at night. ³When ALS inop, increase vis CAT CDE to 1¼ miles.

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ▽

PAR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L ^{1 3}	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L ³	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R ³	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L ²		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R ⁴		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwy's		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCDE to 1 mile. ³CAUTION: PAR RPI and PAPI RRP are not coincident. ⁴When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

RADAR INSTRUMENT APPROACH MINIMUMS

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV 236

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5		AB	700 /24	472 (500-½)	C	700 /40	472 (500-¾)
			D	700 /50	472 (500-1)			
	11		AB	680 /24	444 (500-½)	C	680 /40	444 (500-¾)
			D	680 /50	444 (500-1)			
	29		AB	720 /24	493 (500-½)	C	720 /40	493 (500-¾)
			D	720 /50	493 (500-1)			
	23		AB	680 /50	467 (500-1)	C	680 /60	467 (500-1¼)
			D	680 -1½	467 (600-1½)			
CIRCLING			AB	740 -1	504 (600-1)	C	840 -1¼	604 (700-1¼)
			D	880 -2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2A, JUL 29, 2010 (FAA)

ELEV 193

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	31		AB	720 -1¼	535 (600-1¼)	C	720 -1½	535 (600-1½)
			D	720 -1¼	535 (600-1¼)			
CIRCLING			NA					

When local altimeter setting not received, use Columbia Metropolitan altimeter setting.

Visibility reduction by helicopters NA. Lost Communications (All RWys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV 146

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ▲ NA.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	1		ABC	480 -1	346 (400-1)	D	480 -1¼	346 (400-1¼)
			AB	680 -½	534 (600-½)			534 (600-1)
	9*		D	680 -1¼	534 (600-1¼)	C	680 -1	534 (600-1)
	19**		AB	860 -1	717 (800-1)	C	860 -2	717 (800-2)
			D	860 -2¼	717 (800-2¼)			
	27		AB	560 -1	421 (500-1)	CD	560 -1¼	421 (500-1¼)
CIRCLING			AB	640 -1	494 (500-1)	C	640 -1½	494 (500-1½)
			D	740 -2	594 (600-2)			
CIRCLING*			AB	680 -1	534 (600-1)	C	680 -1½	534 (600-1½)
			D	740 -2	594 (600-2)			
CIRCLING**			AB	860 -1	714 (800-1)	C	860 -2	714 (800-2)
			D	860 -2¼	714 (800-2¼)			

When approach control closed, ASR NA.

LOST COMMUNICATIONS: As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA)

ELEV 1048

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	1		ABC	1480-1½	465 (500-1½)	D	1480-1½	465 (500-1½)
CIRCLING			AB	1620-1½	572 (600-1½)	C	1620-1½	572 (600-1½)
			D	1740-2½	692 (700-2½)			

Alternate minimums: Standard, except CAT D 800-2½, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA)

ELEV 964

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	22		ABC	1340/40	376 (400-¾)	D	1340/50	376 (400-1)
	4		ABC	1420/40	471 (500-¾)	D	1420/50	471 (500-1)
CIRCLING			AB	1420-1½	456 (500-1½)	C	1420-1½	456 (500-1½)
			D	1520-2	556 (600-2)			

When APP CON closed, ASR NA.

For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.

If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF)

ELEV 252

RADAR¹² 125.4 385.6 143.55 281.525 316.4x 269.05x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ³	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR ⁴	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1½	628	(700-1½)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

¹If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/NAVAID/approach procedure. ²Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. ³When ALS inop, increase RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA)

ELEV 19

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	4		ABC	400 -1	383 (400-1)	D	400 -1½	383 (400-1½)
	22		AB	540 -1	525 (600-1)	C	540 -1½	525 (600-1½)
			D	540 -1¼	525 (600-1¼)			
CIRCLING			AB	560 -1	541 (600-1)	C	560 -1½	541 (600-1½)
			D	580 -2	561 (600-2)			

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorized.

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875

ELEV 26

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	1 ¹	3.0°/45/877	ABCD	124-¾	100	(100-¾)
	5 ¹	3.0°/35/646	ABCD	126-¾	100	(100-¾)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5 ²		ABCD	400-1	374	(400-1)
	1 ²		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5 ³		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

¹When ALS inop, increase vis to ½ mile. ²When ALS inop, increase vis CAT ABCD to 1¼ miles.³When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

26 AUG 2010 to 23 SEP 2010

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR MINS

10238

RADAR INSTRUMENT APPROACH MINIMUMS

SIMMONS AAF (KFBG), NC (Fort Bragg) (1-Amdt 12, 2-Orig 10154 USA) **ELEV 244**
RADAR¹ - (E) 120.8 124.2 257.65 284.675 


	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1						
PAR	27	3.0°/36/628	ABC	428-¾	357	(200-¾)
			D	NA	NA	NA
PAR	27		AB	640-1	412	(500-1)
W/O GS			C	640-1½	412	(500-1½)
			D	NA	NA	NA
CIR			AB	780-1	536	(600-1)
			C	780-1½	536	(600-1½)
			D	NA	NA	NA
RADAR-2						
PAR	9	3.9°/33/487	COPTER	491-½	250	(300-½)

¹Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC WILMINGTON INTL

Amdt. 6C, JUN 3, 2010 (FAA)

ELEV 32

RADAR- 118.25 135.75 284.65 317.425 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	17		ABC	460-1½	428	(500-1½)		D	460-1½	428	(500-1½)
	24		ABC	460-1½	433	(500-1½)		D	460-1½	433	(500-1½)
	6		ABC	480-1½	451	(500-1½)		D	480-1½	451	(500-1½)
	35		AB	540/40	509	(600-¾)		CD	540/50	509	(600-1)
CIRCLING			AB	540-1½	508	(600-1½)		C	540-1½	508	(600-1½)
			D	640-2	608	(700-2)					

When control tower closed procedure not authorized.

26 AUG 2010 to 23 SEP 2010

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10238

N7

INSTRUMENT APPROACH PROCEDURE CHARTS
IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7**, terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

NAME TAKE-OFF MINIMUMS

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25**, tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L, 22R**, NA-VFR runway. **Rwy 4R**, 300-1¼ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R**, trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L**, multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ALLEDDALE, SC

ALLEDDALE COUNTY (88J)
ORIG 10042 (FAA)

NOTE: **Rwy 17**, trees beginning 103' from DER, 52' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway beginning 286' from DER, 174' left of centerline, up to 15' AGL/174' MSL. Trees beginning 416' from DER, 355' right of centerline, up to 100' AGL/239' MSL. **Rwy 35**, trees beginning 10' from DER, 437' right of centerline, up to 100' AGL/269' MSL. Trees beginning 52' from DER, 503' left of centerline, up to 100' AGL/269' MSL. Trees beginning 780' from DER, 308' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2557' from DER, 117' left of centerline, up to 100' AGL/289' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5**, multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89' AGL/878' MSL. **Rwy 17**, multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23**, transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35**, multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)
AMDT 1A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3. DEPARTURE PROCEDURE: **Rwys 8, 26**, procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 400-1. DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 500 before turning left. NOTE: **Rwy 18**, tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36**, tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85' MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 230' per NM to 1200. **Rwy 21**, 400-2 or std. with a min. climb of 340' per NM to 1200. DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 16**, climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDB at or above 6100 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34**, climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16**, tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34**, tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL. Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2½ or std. w/min. climb of 241' per NM to 800. DEPARTURE PROCEDURE: **Rwy 17**, climb heading 165° to 1100 before turning. **Rwy 23**, climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5**, trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17**, trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100' AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23**, trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35**, trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/359' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21**, tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1700 before turning right. **Rwy 25**, climb runway heading to 300 before turning right.

NOTE: **Rwy 25**, tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

AMDT 1 10210 (FAA)

NOTE: **Rwy 7**, pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL. Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL. Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL. **Rwy 25**, tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL. Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

BOGUE MCALF (KNJM),

SWANBORO, NC. 10070

TAKE-OFF OBSTACLES: **Rwy 5**, Trees 65' AGL/145' MSL, 1649' from DER. Trees, 125' AGL/145' MSL, 1252' from DER, 257' right of centerline. Trees, 125' AGL/145' MSL, 761' from DER, 262' left of centerline. **Rwy 23**, Trees, 70' AGL/90' MSL, 607' from DER, 54' left of centerline. Trees, 70' AGL/90' MSL, 540' from DER, 439' left of centerline. Trees, 125' AGL/145' MSL, 414' from DER, 572' left of centerline.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1200 before turning left.

CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6**, light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14**, trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32**, trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 090° to 1400 before turning southwest. **Rwy 27**, climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9**, trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27**, trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15**, multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21**, multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33**, trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE (JZI)

AMDT 1 10238 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 217° to 600 before turning right.

NOTE: **Rwy 4**, trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL. **Rwy 22**, trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL. **Rwy 27**, trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL. Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL. Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 1700 before turning right. **Rwy 36C**, climb heading 003° to 1400 before turning left. **Rwy 36L**, climb heading 003° to 1800 before turning left.

NOTE: **Rwy 5**, trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L**, tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C**, trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23**, trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C**, trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R**, pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8**, multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26**, trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17**, trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23**, trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35**, vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7**, multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25**, multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ)

AMDT 1 09267 (FAA)

NOTE: **Rwy 6**, trees beginning 9' from DER, 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24**, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11**, trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23**, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29**, trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

COLUMBIA, SC (CON'T)

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13**, trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31**, trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 2200 before proceeding on course. **Rwy 20**, climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

NOTE: **Rwy 2**, poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL. **Rwy 20**, street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4**, multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL.

Rwy 22, multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1300 before proceeding on course. **Rwy 23**, climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5**, trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23**, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10**, multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16**, multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23**, antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28**, multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34**, tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25**, climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

ORIG 09211 (FAA)

NOTE: **Rwy 1**, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19**, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10**, climb runway heading to 4000 before turning south. **Rwy 19**, climb to 4000 via ECG R-160 before turning east. **Rwy 28**, climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 152° to 2100 before turning left. **Rwy 33**, climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33**, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.



10238

ELKIN, NC**ELKIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 25**, 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb to 3900 before turning north.

ERWIN, NC**HARNETT RGNL JETPORT**

NOTE: **Rwy 5**, multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23**, trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC**FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
ORIG 08213 (FAA)**

NOTE: **Rwy 4**, trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10**, trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22**, vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC**FLORENCE RGNL (FLO)****AMDT 5 09071 (FAA)**

DEPARTURE PROCEDURE: **Rwy 1**, climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1**, trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9**, trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19**, trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up to 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27**, trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC**MACON COUNTY (1A5)****ORIG 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7**, trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25**, vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC**GASTONIA MUNI (AKH)****AMDT 5 10042 (FAA)**

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 049° to 2600 before proceeding West or North. **Rwy 21**, climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3**, trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL. Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21**, antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL. Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

GEORGETOWN, SC**GEORGETOWN COUNTY**

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34**, climb runway heading to 500 before turning.

GOLDSBORO, NC**GOLDSBORO-WAYNE MUNI**

NOTE: **Rwy 5**, tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23**, tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

10238



10238

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

AMDT 1 09295 (FAA)

NOTE: **Rwy 5L**, trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R**, terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14**, pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L**, trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R**, trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32**, trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 1/2 or std. with a min. climb of 220' per NM to 300. **Rwy 20**, 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2**, tree 1633' from departure end of runway, 741' right of centerline, -115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -123' MSL. **Rwy 8**, tree 181' from departure end of runway, 517' left of centerline, -1108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -134' MSL. **Rwy 15**, tower 1.2 NM from departure end of runway, 1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -186' MSL. **Rwy 20**, tree 2834' from departure end of runway, 986' left of centerline, -171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -1165' MSL. **Rwy 26**, tree 1026' from departure end of runway, 546' left of centerline, -108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -81' MSL. **Rwy 33**, tree 199' from departure end of runway, 372' left of centerline, -92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 1/4 or std. w/min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5**, antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23**, stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2 1/4 or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 2400 before turning left. **Rwy 28**, climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1**, numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10**, tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19**, pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28**, tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)

ORIG 08017 (FAA)

NOTE: **Rwy 9**, tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 2500 before turning left.

NOTE: **Rwy 4**, tree 1422' from DER, 832' right of centerline, 100' AGL/1001' MSL. Tree 1454' from DER, 146' left of centerline, 78' AGL/1023' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)

NOTE: **Rwy 3**, trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21**, trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)
ORIG 09267 (FAA)

NOTE: **Rwy 7**, trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25**, trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24**, std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1**, tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19**, tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24**, tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3**, numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21**, numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23**, climb on runway heading to 500 before turning right.

JEFFERSON, NC

ASSE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23**, trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1 or std. w/min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 132° to 800 before turning north.

NOTE: **Rwy 32**, multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS
FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5**, multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23**, multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL. Multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2½ or std. w/min. climb of 375' per NM to 700. **Rwy 19**, 300-1 or std. w/min. climb of 404' per NM to 400.

NOTE: **Rwy 1**, tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19**, tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD
(LKR)

AMDT 1 09351 (FAA)

NOTE: **Rwy 6**, trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL.

Rwy 24, trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20**, 300-1.
DEPARTURE PROCEDURE: **Rwy 20**, for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 3200 before turning right. **Rwy 23**, climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LORIS, SC

TWIN CITY (5J9)

ORIG 10126 (FAA)

NOTE: **Rwy 8**, vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL. Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL. Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.

Rwy 26, vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL. Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL. Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL. Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL. Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL. Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 400-1.
DEPARTURE PROCEDURE: **Rwy 31**, climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2**, trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20**, trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35**, 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 330' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5**, road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13**, aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23**, tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31**, trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

10238

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy5***

..... **Rwy23****

..... **Rwy32*****

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: Rwy 5. For climb in visual conditions: Ceiling 1400', Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23.** For climb in visual conditions: Ceiling 1300', Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32.** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600', Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: Rwy 5: Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: Rwy 27, 300-1

NOTE: Rwy 9, numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKSCORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 300-1¼ or std. w/ min. climb of 215' per NM to 400.

NOTE: Rwy 5, trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE (EQY)

AMDT 1 10042 (FAA)

NOTES: Rwy 5, trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: Rwy 14, std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, for climb in visual conditions: cross Lake Norman Airport at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: Rwy 14, terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21**, climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18**, climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36**, climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36**, 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD (LRO)

AMDT 1 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1400 before proceeding on course. **Rwy 35**, climb heading 354° to 1900 before turning right.

NOTE: **Rwy 17**, AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL. **Rwy 35**, tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL. Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

AMDT 2 10042 (FAA)

NOTE: **Rwy 18**, trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32**, climb runway heading to 900' before turning north.

NOTES: **Rwy 22**, 75' AGL trees 958' from departure end of runway, 705' right of centerline. **Rwy 14**, 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32**, 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22**, multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5**, Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6**, Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24**, Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH MYRTLE BEACH, SC

GRAND STAND (CRE)

ORIG 10014 (FAA)

NOTE: **Rwy 5**, vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL. Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL. **Rwy 23**, trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL. Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL. Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL. **Rwy 23**, trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

AMDT 3A 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1000 before proceeding on course. **Rwy 35**, climb heading 354° to 900 before proceeding on course.
NOTE: **Rwy 5**, trees beginning 190' from DER, 384' left of centerline, up to 100' AGL/289' MSL. Railroad 768' from DER, 407' right of centerline, 23' AGL/220' MSL. **Rwy 17**, trees beginning 2885' from DER, 1082' left of centerline, up to 100' AGL/282' MSL. Trees beginning 1132' from DER, 798' right of centerline, up to 100' AGL/257' MSL. **Rwy 23**, trees beginning 32' from DER, 45' left of centerline, up to 100' AGL/251' MSL. Power pole 1260' from DER, 127' left of centerline, 50' AGL/202' MSL. Trees beginning 870' from DER, 419' right of centerline, up to 100' AGL/259' MSL. **Rwy 35**, trees beginning 764' from DER, 703' left of centerline, up to 100' AGL/272' MSL. Trees beginning 1567' from DER, 473' right of centerline, up to 100' AGL/282' MSL. Terrain 13' from DER, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6**, trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL.

Rwy 24, trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23**, trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 18**, trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36**, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23**, climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5**, tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23**, tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

ORIG 09183 (FAA)

NOTE: **Rwy 5**, terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE, NC 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23**, standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5**, multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23**, fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL/559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 142° to 1400 before turning right. **Rwy 23L**, climb heading 232° to 1900 before turning left. **Rwy 23R**, climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L**, tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R**, tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14**, multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L**, tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32**, multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2 or std. w/a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13**, trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Powerpole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31**, power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 17' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

AMT 1 10042 (FAA)

NOTE: **Rwy 2**, trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 14**, multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL. Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL. Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL. **Rwy 32**, tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL. Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL. Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4**, tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22**, tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6**, trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24**, trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19**, climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1**, trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19**, trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5**, tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23**, tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.DEPARTURE PROCEDURE: **Rwy 20**, climb on heading 160° to 1200 before turning west.**SALUDA, SC**

SALUDA COUNTY (6J4)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 1**, numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19**, numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

SANFORD-LEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1400 before turning right. **Rwy 21**, climb runway heading to 1400 before turning left.

SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NC 10154

TAKE-OFF MINIMUMS: **Rwy 26**, 200-1½ or Standard with minimum climb of 230 ft/NM to 500' or with standard minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKE-OFF OBSTACLES: **Rwy 26**, Trees 110' AGL/251' MSL, 1.2 NM from DER, 1155' left of centerline.**SHAW AFB (KSSC)**

SUMTER, SC 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL.

Rwy 23, trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG, NC AMDT 2, 10154

Rwy 27, 400-2½*

* Or standard with minimum climb of 230 ft/NM to 700.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 273° to 700 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 9**, Terrain 233' MSL, beginning 80' from DER, 27' right of centerline. **Rwy 27**, Terrain 283' MSL, beginning 105' from DER, left and right of centerline. Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

SMITHFIELD, NC

JOHNSTON COUNTY (JNX)

AMDT 3 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std w/ min climb of 215' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 21**, 500-2¼ or std w/ min climb of 265' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 1500 before turning west. **Rwy 21**, climb heading 212° to 1000 before turning northwest.

NOTE: **Rwy 3**, trees beginning 35' from DER, 486' right of centerline, up to 64' AGL/251' MSL. Poles beginning 2022' from DER, 228' right of centerline, up to 44' AGL/232' MSL. Trees beginning 4352' from DER, 543' left of centerline, up to 100' AGL/349' MSL. Poles beginning 2114' from DER, 69' left of centerline, up to 41' AGL/234' MSL. **Rwy 21**, trees beginning 1' from DER, 492' right of centerline, up to 20' AGL/167' MSL. Trees beginning 60' from DER, 478' left of centerline, up to 46' AGL/192' MSL. Tower 2.3 NM from DER, 2883' right of centerline, 380' AGL/614' MSL.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5**, trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23**, trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1½ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28**, powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 056° to 600 before turning left. **Rwy 24**, climb heading 236° to 800 before turning right.

NOTE: **Rwy 6**, vehicles on road beginning 7' from DER, left and right of centerline, up to 15' AGL/64' MSL. Trees beginning 556' from DER, left and right of centerline, up to 100' AGL/154' MSL. **Rwy 24**, tree 58' from DER, 459' left of centerline, 84' AGL/114' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-VFR only. **Rwy 32**, std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23**, trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGEcombe

DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5**, tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23**, tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16**, terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34**, tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10238

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 389' per NM to 400.NOTE: **Rwy 9**, trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27**, vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.**WALNUT COVE, NC**

MEADOW BROOK FIELD (N63)

AMDT 1 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 400-3 or std. w/ min. climb of 324' per NM to 1400. **Rwy 34**, 600-3 w/ min. climb of 267' per NM to 1400 or 1800-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 16**, climb heading 166° to 1400 before proceeding on course. **Rwy 34**, climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Field airport at or above 2300 before proceeding on course.NOTE: **Rwy 16**, vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL. Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL. Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL. Powerline 2525' from DER, 266' right of centerline, 79' AGL/716' MSL. **Rwy 34**, trees beginning 961' from DER, 389' right of centerline, up to 65' AGL/844' MSL. Trees beginning 1056' from DER, 744' left of centerline, up to 65' AGL/844' MSL.**WALTERBORO, SC**

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 280' per NM to 300.NOTE: **Rwy 5**, 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9**, 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17**, 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23**, 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35**, 69' AGL tree 1062' from departure end of runway, 690' right of centerline.**WASHINGTON, NC**

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 250' per NM to 300.DEPARTURE PROCEDURE: **Rwys 17, 29, 35**, climb runway heading to 400 before turning.**WAXHAW, NC**

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.NOTE: **Rwy 4**, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.**WHITEVILLE, NC**

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6**, trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24**, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.**WILLIAMSTON, NC**

MARTIN COUNTY

NOTE: **Rwy 3**, trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21**, trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.**WILMINGTON, NC**

WILMINGTON INTL

NOTE: **Rwy 6**, tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17**, multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24**, tree 1663' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35**, tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.**WILSON, NC**

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27**, climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21**, climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33**, climbing left turn to 2500 on heading 320° before proceeding on course.

10238

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**WINSTON-SALEM, NC**

SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4**, multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15**, bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22**, multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33**, floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010



AHOSKIE

TRI-CO (ASJ) 9 W UTC-5(-4DT) N36°17.85' W77°10.25'

68 B **FUEL** 100LL, JET A1+ NOTAM FILE ASJ

RWY 01-19: H4502X75 (ASPH) S-35, D-45 MIRL

RWY 01: REIL. PAPI(P2L)—GA 3.05° TCH 39'. Road.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400Z†-dusk, Sun 1900Z†-dusk. Rwy 01-19 -4' ditch 120' left and right of centerline. REIL Rwy 01 OTS indef. REIL Rwy 19 OTS indef. PAPI Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (252) 345-2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 123.85

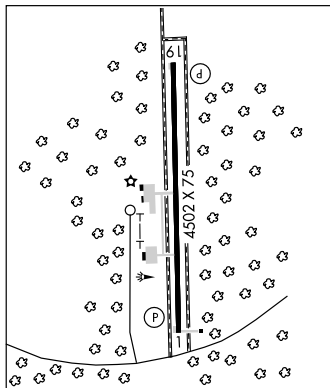
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

COFIELD (L) VORTAC 114.6 CVI Chan 93 N36°22.37' W76°52.29' 262° 15.2 NM to fld. 70/09W.

WASHINGTON

L-35C, 366

IAP



AIR HARBOR (See GREENSBORO)

AIRLI N34°11.48' W77°51.98' NOTAM FILE ILM.

NDB (LOM) 281 IL 346° 5.1 NM to Wilmington Intl. Unmonitored when twr clsd.

CHARLOTTE

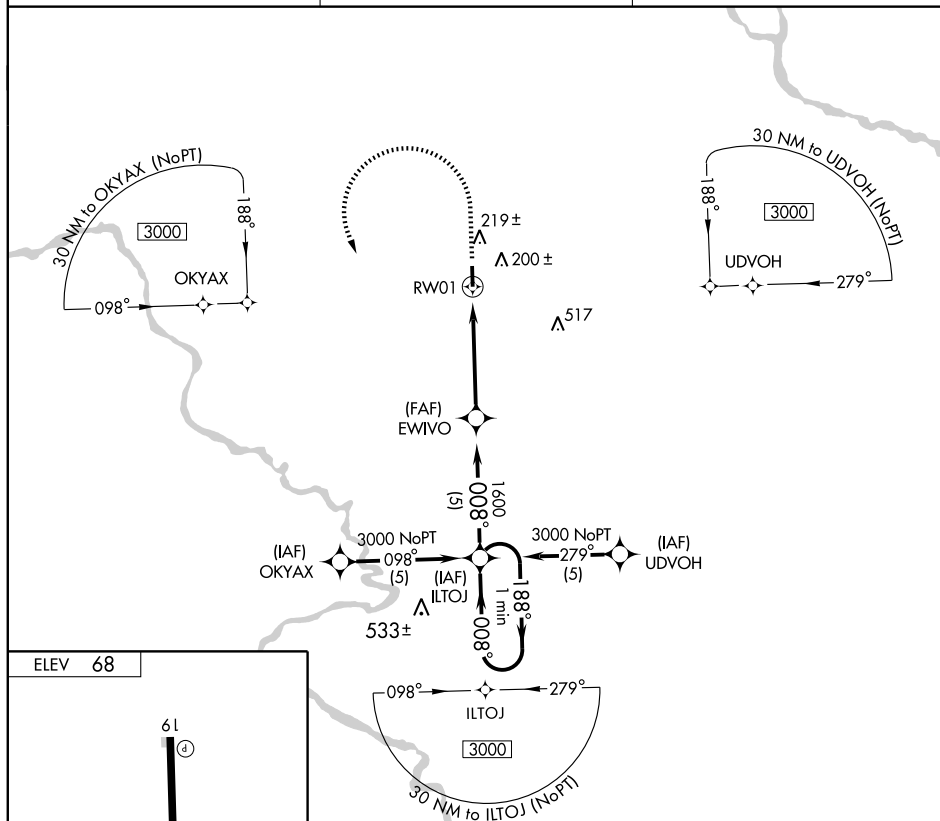
APP CRS	Rwy Idg	4502
008°	TDZE	68
	Apt Elev	68

GPS RWY 1

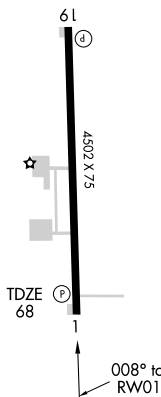
AHOSKIE/TRI-COUNTY (ASJ)

▲ NA

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct ILTOJ WP and hold.

AWOS-3
119.075WASHINGTON CENTER
123.85 323.0UNICOM
122.8 (CTAF) 0

ELEV 68

MIRL Rwy 1-19 0
REIL Rws 1 and 19 0

AHOSKIE, NORTH CAROLINA

Orig 03023

36°18'N-77°10'W

AHOSKIE/TRI-COUNTY (ASJ)

GPS RWY 1

SE-2, 26 AUG 2010 to 23 SEP 2010

900	3000	ILTOJ	One Minute Holding Pattern	
1 NM to RW01		EWIVO	188°	3000
RW01		TCH 40	008°	1600
1 NM		3.7 NM	5 NM	
CATEGORY	A	B	C	D
S-1	440-1 372 (400-1)			440-1¼ 372 (400-1¼)
CIRCLING	520-1	452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

APP CRS
188°

Rwy Idg **4502**
TDZE **68**
Apt Elev **68**

GPS RWY 19
AHOSKIE/TRI-COUNTY (ASJ)

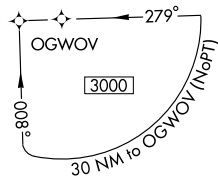
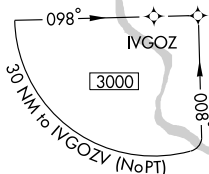
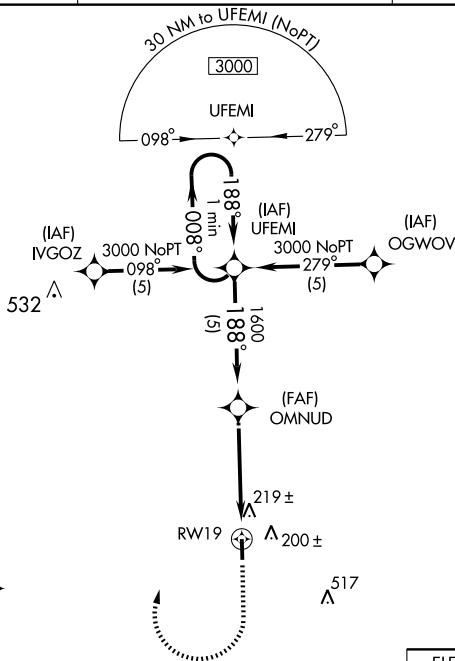
▲ NA

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct UFEMI WP and hold.

AWOS-3
119.075

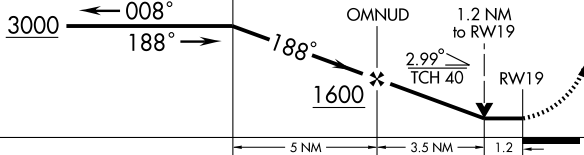
WASHINGTON CENTER
123.85 323.0

UNICOM
122.8 (CTAF) 0

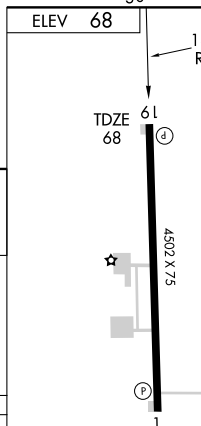


One Minute
Holding Pattern

UFEMI



CATEGORY	A	B	C	D
S-19	480-1	412 (500-1)	480-1¼	412 (500-1¼)
CIRCLING	520-1	452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)



MIRL Rwy 1-19 0
REIL Rws 1 and 19 0

VORTAC CVI 114.6 Chan 93	APP CRS 262°	Rwy Idg TDZE Apt Elev	N/A N/A 68
--	------------------------	-----------------------------	---------------------------------------

VOR/DME or GPS-A

AHOSKIE/ TRI-COUNTY (ASJ)

▲ NA

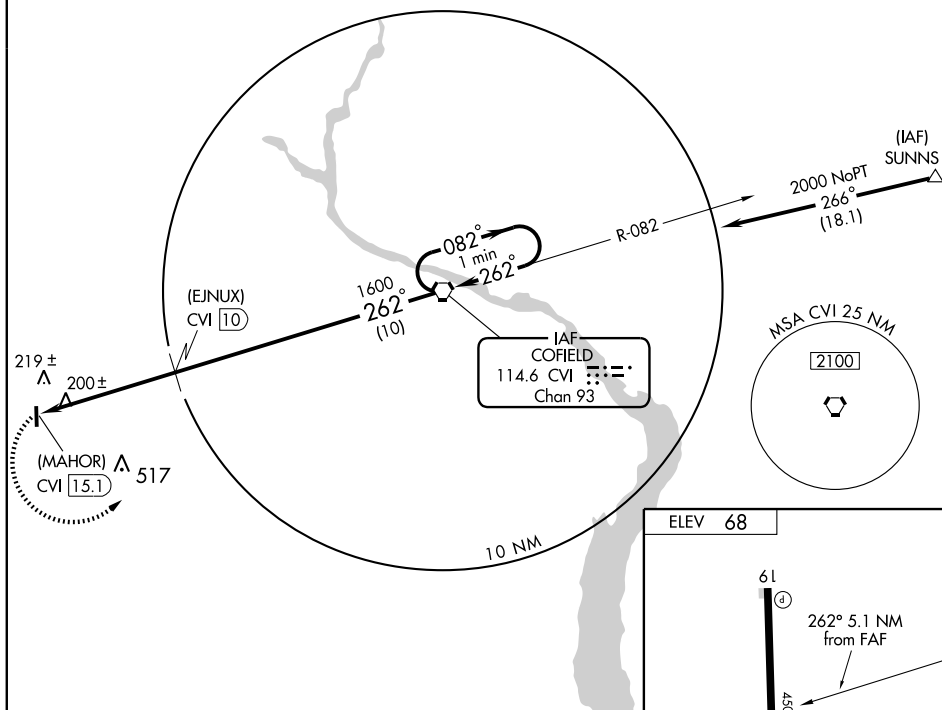
MISSED APPROACH: Climbing left turn to 2000 via CVI R-262 to CVI VORTAC and hold.

AWOS-3
119.075

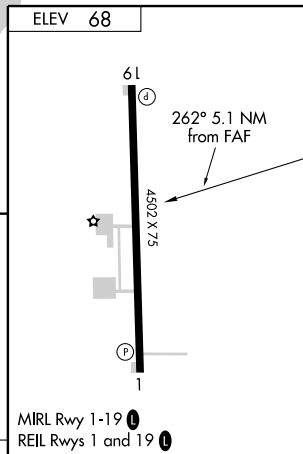
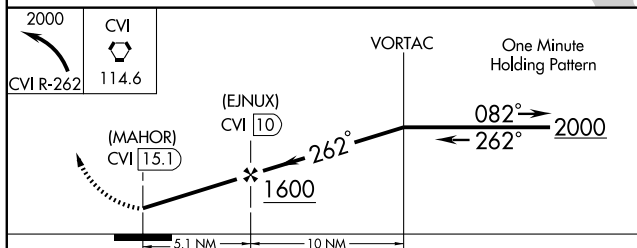
WASHINGTON CENTER
123.85 323.0

UNICOM
122.8 (CTAF) 0

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	720-1	652 (700-1)	720-1¾ 652 (700-1¾)	720-2 652 (700-2)	Min:Sec					

ALBEMARLE

STANLY CO

(VUJ) 4 NE UTC-5(-4DT) N35°25.00' W80°09.05'

CHARLOTTE

609 B S4 FUEL 100LL, JET A1+ OX 2 TPA—See Remarks NOTAM FILE VUJ

H-9B, 12G, L-25E, 36E

RWY 04R-22L: H5500X100 (ASPH) D-130, 2S-175 MIRL 0.6% up SW IAP

RWY 04R: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Trees.

RWY 22L: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 04L-22R: H3500X75 (ASPH) D-130, 2S-175 MIRL

0.3% up SW

RWY 04L: Fence.

RWY 22R: Trees.

AIRPORT REMARKS: Attended 1300-0100Z†. Fuel avbl from FBO 1300-0100Z† other times PPR, C704-982-9013. Self-service fuel available 24 hrs with credit card. Government credit card accepted. Be alert for high speed low level mil acft in vicinity. Frequent ngt mil opr. Frequent assault ops to Rwy 22R. Deer and bird hazard. TPA-1709 (1100), rectangular 2309 (1700), overhead 2809 (2200). No maintenance personnel or equipment. No cargo handling equipment, hangar space and security avbl. Fire protection limited. Regional Training Site (RTS) support coordinated thru 145 AW/CE DSN 231-4229. Air National Guard ramp rstd to mil use only with PPR. Maximum three C-130 acft. Ctc 145 AW Afid Management DSN 231-4177, C704-391-4177. ACTIVATE MIRL Rwy 04L-22R and Rwy 04R-22L and REIL Rwy 04R and Rwy 22L—CTAF. PAPI Rwy 04R and Rwy 22L on during twr opr, other times—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.175 (704) 986-2097.**COMMUNICATIONS:** CTAF 126.275 UNICOM 123.0

CHARLOTTE APP/DEP CON 128.32 CLNC DEL 128.5

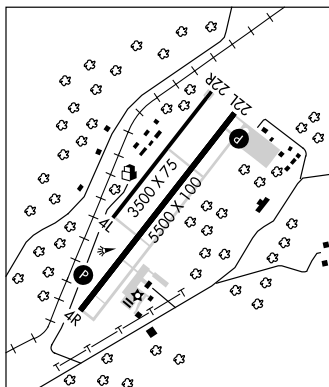
TOWER 126.275 (Mon-Fri 1300-0300Z†) except holidays or by NOTAM. GND CON 121.75 CLNC DEL 121.75

AIRSPACE: CLASS D svc Mon-Fri 1300-0300Z† except holidays or by NOTAM, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 297° 30.2 NM to fld. 590/03W.

ALLER NDB (MHW/LOM) 346 VU N35°29.35' W80°05.01' 223° 5.5 NM to fld.

ILS 110.55 I-VUJ Rwy 22L. LOM ALLER NDB. GS unusable blo 900' MSL.

COMM/NAV/WEATHER REMARKS: Charlotte CLNC DEL OTS indef. Twr svc provided by Air Guard.

ALBERT J. ELLIS

(See JACKSONVILLE)

ALLER N35°29.35' W80°05.01' NOTAM FILE RDU.

CHARLOTTE

NDB (MHW/LOM) 346 VU 223° 5.6 NM to Stanly Co.

L-25E, 36F

ALWOOD N35°42.41' W77°22.31' NOTAM FILE PGV.

CHARLOTTE

NDB (MHW) 230 AQE 198° 4.3 NM to Pitt-Greenville.

L-35C

ANDREWS

WESTERN CAROLINA RGNL (RHP) 2 W UTC-5(-4DT) N35°11.71' W83°51.78'

ATLANTA

1697 B S4 FUEL 100LL, JET A, A1+ OX 1, 2 NOTAM FILE RHP

H-9B, 12F, L-25B

RWY 08-26: H5500X100 (ASPH) S-25, D-45 MIRL 0.3% up NE IAP

RWY 08: REIL. PAPI(P2L)—GA 3.5° TCH 38'. Railroad. Rgt tfc.

RWY 26: PAPI (P2L)—GA 4.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended Nov-Mar 1300-2200Z†, Apr-Oct 1300-0000Z†. For fuel svc after hrs call 828-321-5114. Low flying acft overfly arpt. For information ctc FSS. Rwy 08, 8' drop-off, 108 ft from thld both sides in rwy safety area. Twy unlgtd. ACTIVATE REIL Rwy 08—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously. MIRL Rwy 08-26 on dusk-dawn. To incr ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (828) 321-1049.**COMMUNICATIONS:** CTAF/UNICOM 122.8

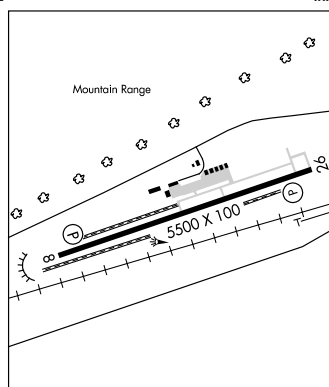
ATLANTA CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'

W83°54.94' 010° 15.3 NM to fld. 3660/00E.

HIWAS.



LOC I-VUJ 110.55	APP CRS 223°	Rwy Idg TDZE Apt Elev	5500 584 609
----------------------------	------------------------	-----------------------------	---

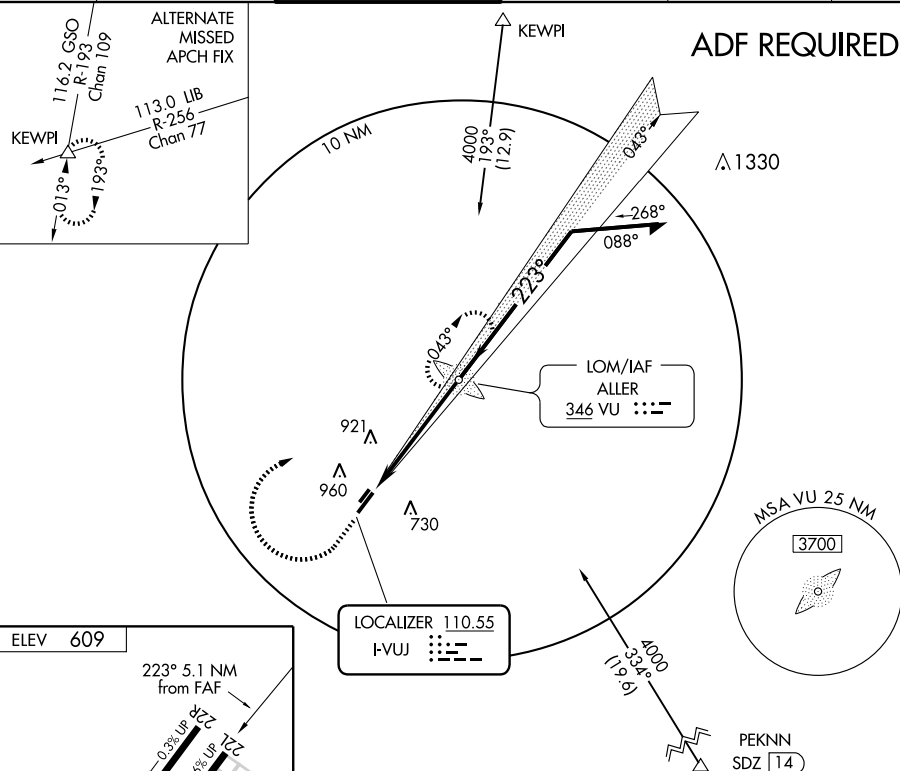
ILS or LOC RWY 22L

ALBEMARLE/ STANLY COUNTY (VUJ)

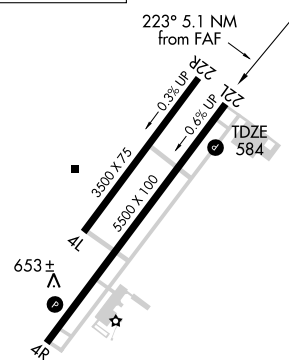
⚠ Circling to Rwy 4L/22R NA at night. ADF Required.
⚠ When local altimeter setting not received, use Asheville altimeter setting and increase all DA to 837 and all MDA 60 feet; increase S-ILS 22L all Cats, S-LOC 22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
--------------------------	--	---	----------------------------------	-----------------------------------	------------------------



ELEV 609



REIL Rws 4R and 22L 0
 MIRL Rws 4R-22L and 4L-22R 0

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1500

↑

4000

↷

VU

LOM

2255

↘

043°

↘

Remain within 10 NM

2600

↖

223°

↖

2400

↖

GS 3.00°

TCH 40

5.1 NM

↔

CATEGORY	A		B	C	D
S-ILS 22L	784-¾ 200 (200-¾)				
S-LOC 22L	1040-1	456 (500-1)	1040-1¼ 456 (500-1¼)	1040-1½ 456 (500-1½)	
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)	

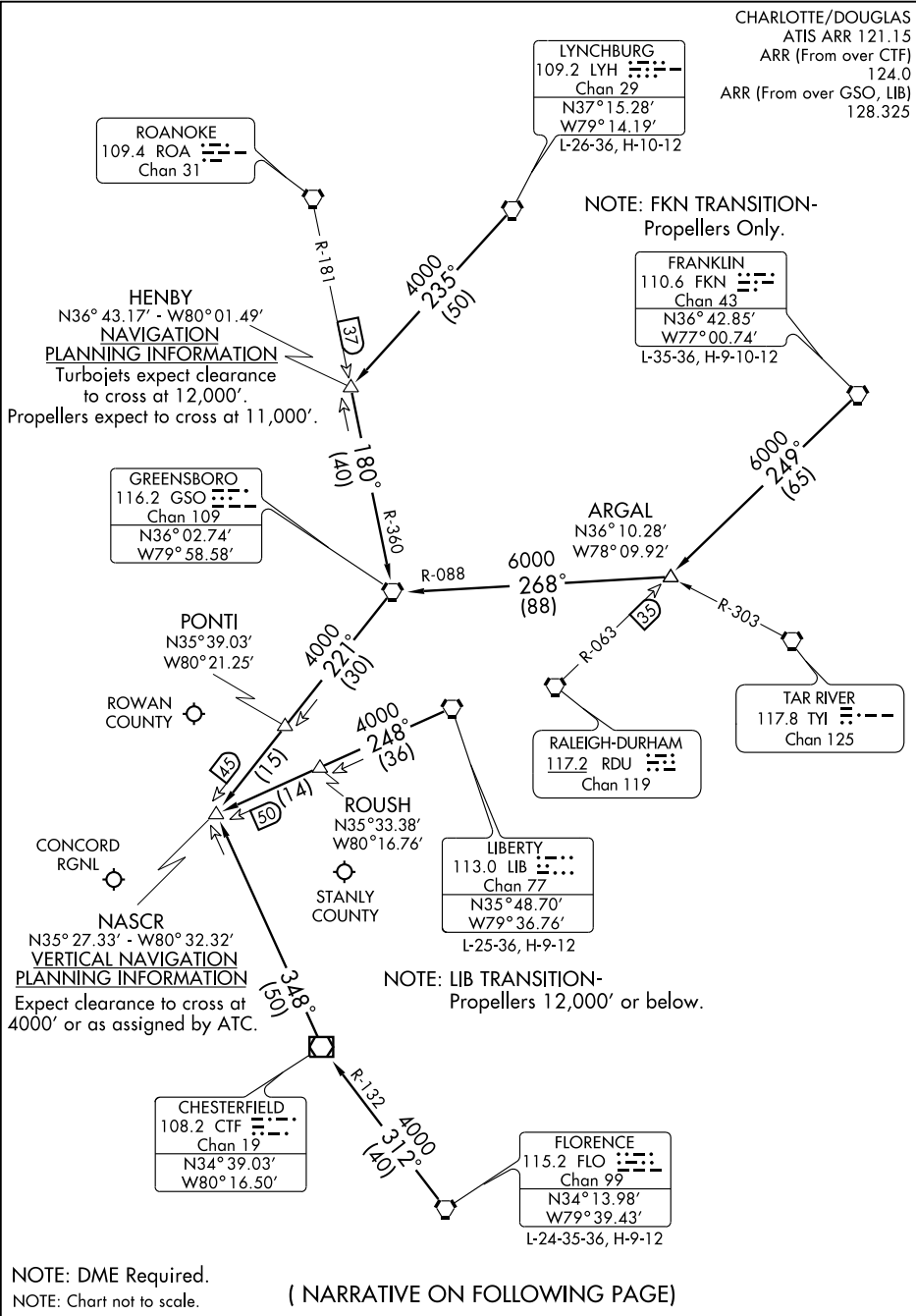
ALBEMARLE, NORTH CAROLINA

Amdt 1 03JUN10

35°25'N - 80°09'W

ALBEMARLE/ STANLY COUNTY (VUJ)

ILS or LOC RWY 22L



ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....

FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....

LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

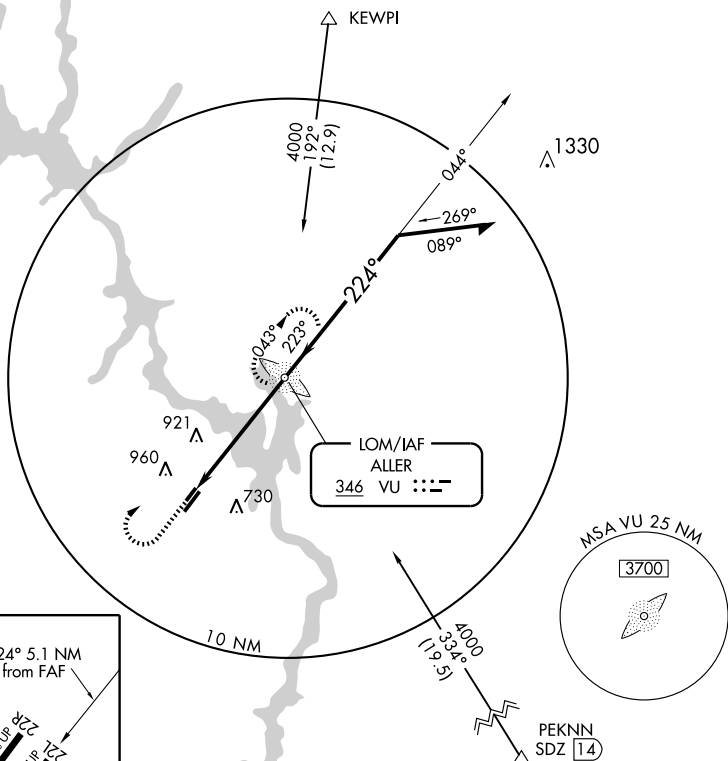
....From over NASCR INT expect vectors to final approach course.

SE-2, 26 AUG 2010 to 23 SEP 2010

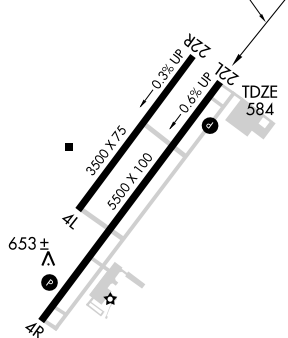
SE-2, 26 AUG 2010 to 23 SEP 2010

ALBEMARLE/ STANLY COUNTY (VUJ)




MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

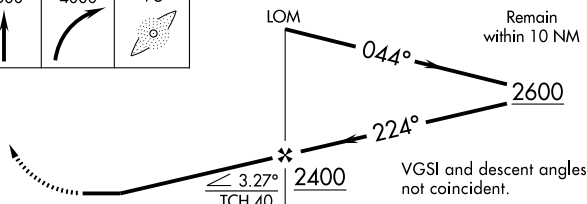
UNICOM
123.0

224° 5.1 NM
from FAF \

MIRL Rwyys 4R-22L and 4L-22R **L**

FAF to MAP 5.1 NM

1500	4000	VU
		



CATEGORY	A	B	C	D
S-22L	1240-1	656 (700-1)	1240-1 ³ / ₄ 656 (700-1 ³ / ₄)	1240-2 656 (700-2)
CIRCLING	1260-1	651 (700-1)	1260-1 ³ / ₄ 651 (700-1 ³ / ₄)	1260-2 651 (700-2)

ALBEMARLE/ STANLY COUNTY (VUJ)

35°25'N - 80°09'W

NDB RWY 22L

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 49117 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	5500 609 609
--	------------------------	-----------------------------	---

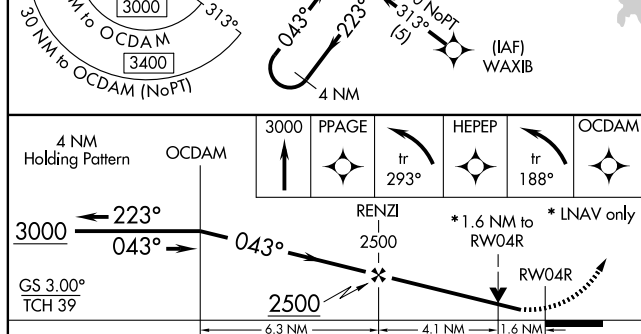
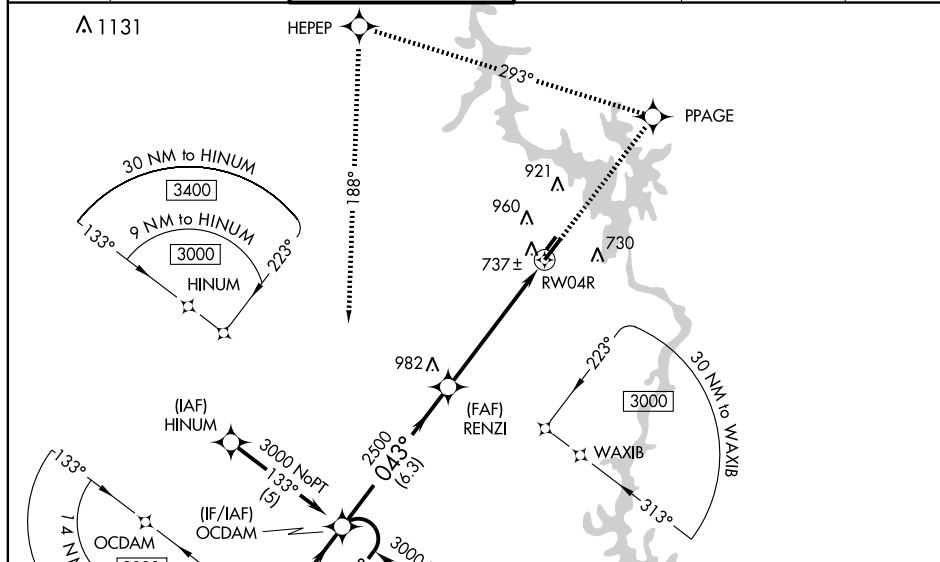
RNAV (GPS) RWY 4R

ALBEMARLE/STANLY COUNTY (VUJ)

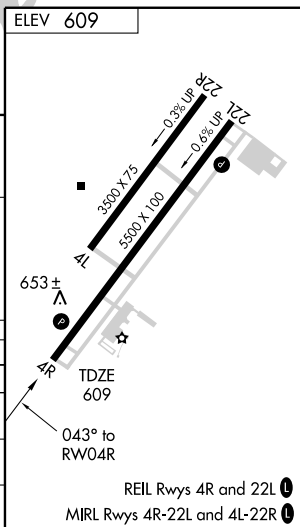
▼ Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. **▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEPEP and left turn on track 188° to OCDAM and hold.

AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
--------------------------	--	---	----------------------------------	-----------------------------------	------------------------



CATEGORY	A	B	C	D
LPV DA		876-1	267 (300-1)	
LNAV/VNAV DA		1030-1½	421 (500-1½)	
LNAV MDA	1160-1 551 (600-1)	1160-1½ 551 (600-1½)	1160-1¾ 551 (600-1¾)	
CIRCLING	1260-1 651 (700-1)	1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)	



WAAS CH 78317 W22A	APP CRS 223°	Rwy Idg TDZE 584 Apt Elev 609
--	------------------------	---

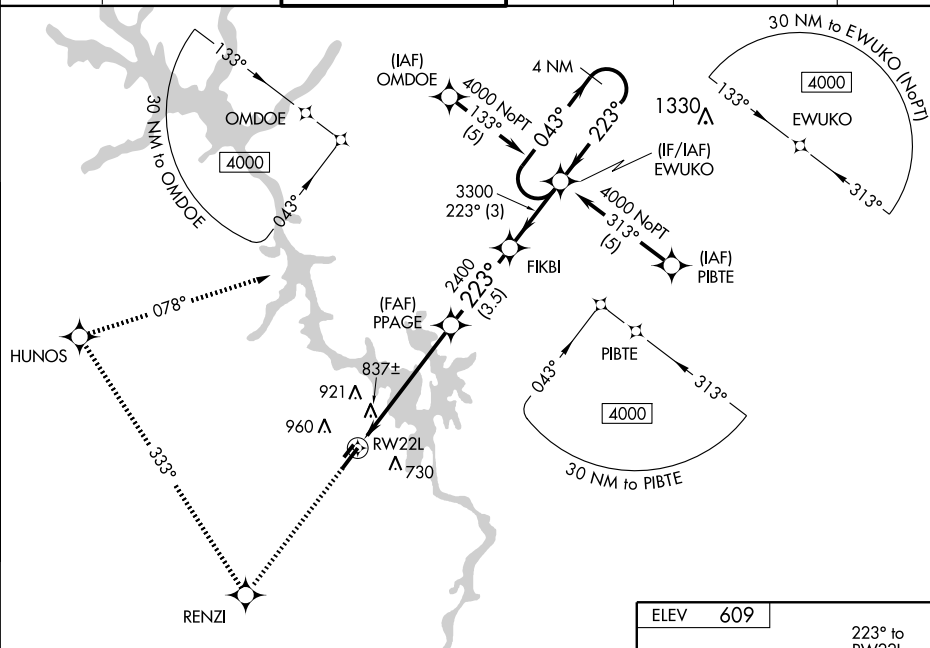
RNAV (GPS) RWY 22L

ALBEMARLE/ STANLY COUNTY (VUJ)

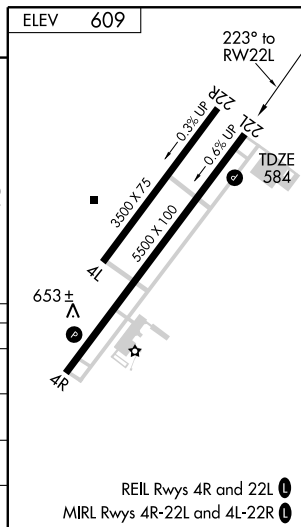
▼ Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Asheville altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 1325, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheville altimeter setting. VDP NA with Asheville altimeter setting.

MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

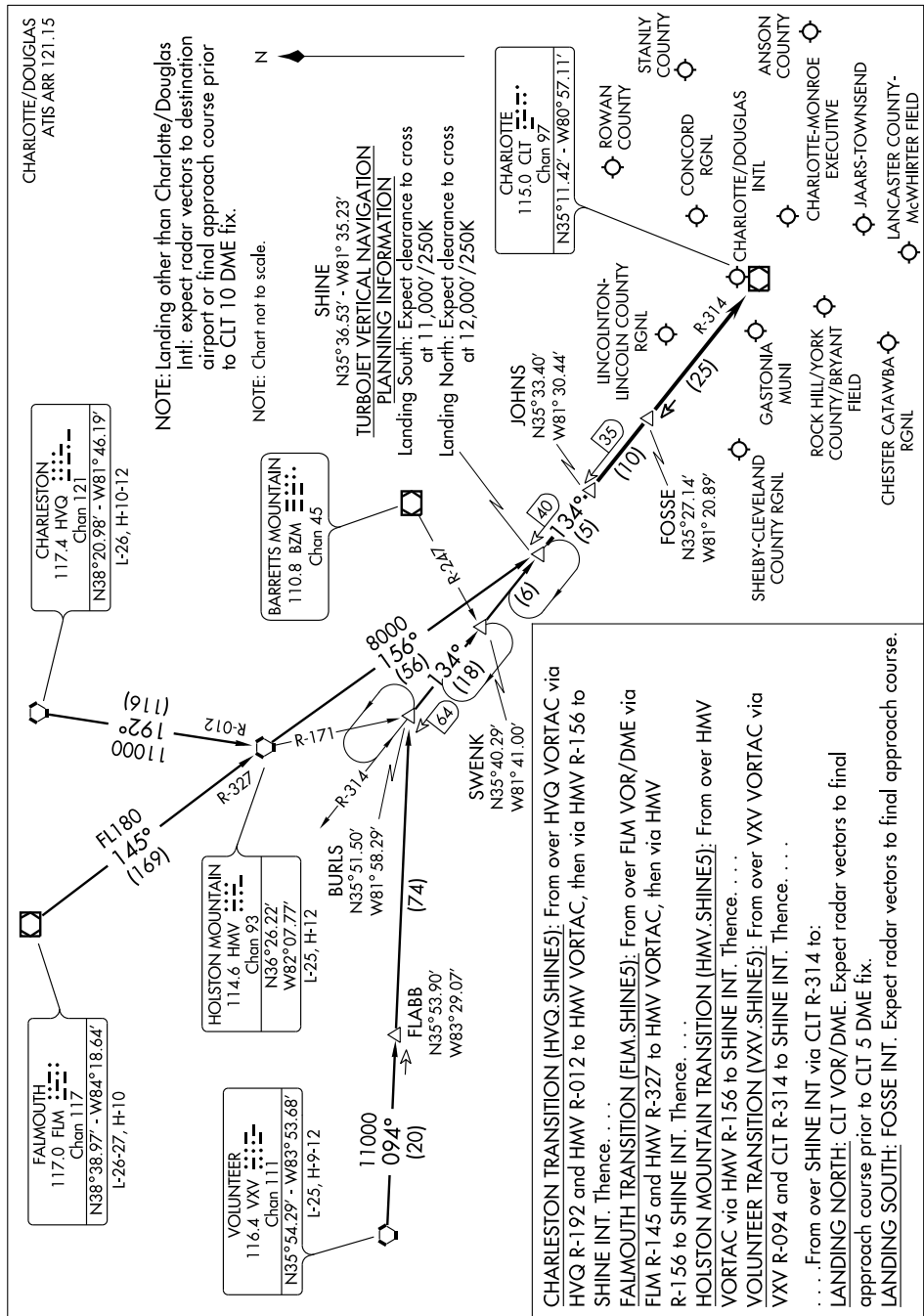
AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
--------------------------	--	---	----------------------------------	-----------------------------------	------------------------



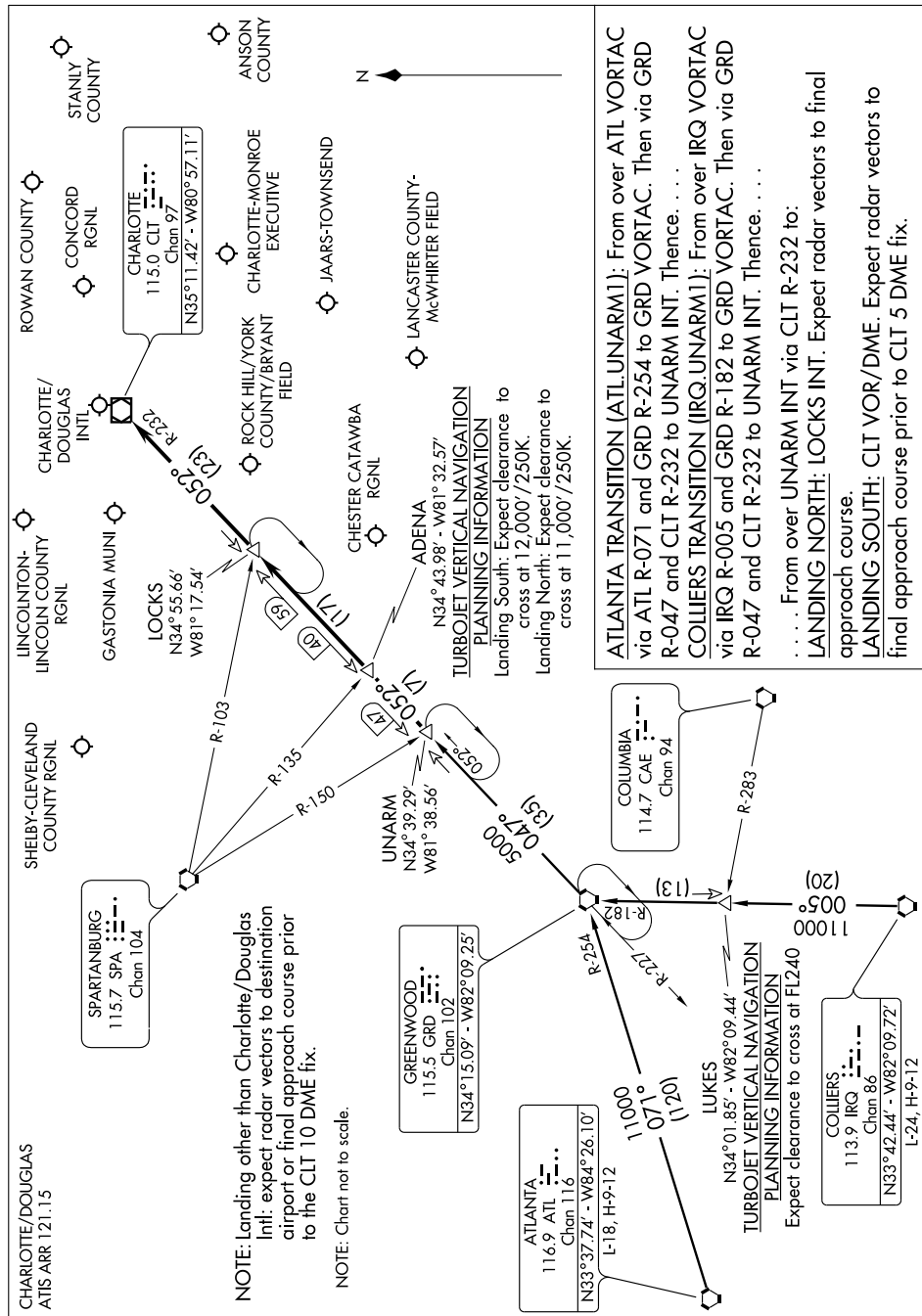
4000	RENZI	tr 333°	HUNOS	tr 078°	EWUKO	4 NM Holding Pattern
* LNAV only.						
CATEGORY	A	B	C	D		
LPV DA	784-¾		200 (200-¾)			
LNAV/VNAV DA	1272-2½		688 (700-2½)			
LNAV MDA	1100-1	516 (500-1)	1100-1½ 516 (500-1½)	1100-1¾ 516 (500-1¾)		
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)		



SHINE FIVE ARRIVAL



SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

ALBEMARLE

STANLY CO

(VUJ) 4 NE UTC-5(-4DT) N35°25.00' W80°09.05'

CHARLOTTE

609 B S4 FUEL 100LL, JET A1+ OX 2 TPA—See Remarks NOTAM FILE VUJ

H-9B, 12G, L-25E, 36E

RWY 04R-22L: H5500X100 (ASPH) D-130, 2S-175 MIRL 0.6% up SW IAP

RWY 04R: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Trees.

RWY 22L: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 04L-22R: H3500X75 (ASPH) D-130, 2S-175 MIRL

0.3% up SW

RWY 04L: Fence.

RWY 22R: Trees.

AIRPORT REMARKS: Attended 1300-0100Z†. Fuel avbl from FBO 1300-0100Z† other times PPR, C704-982-9013. Self-service fuel available 24 hrs with credit card. Government credit card accepted. Be alert for high speed low level mil acft in vicinity. Frequent ngt mil opr. Frequent assault ops to Rwy 22R. Deer and bird hazard. TPA-1709 (1100), rectangular 2309 (1700), overhead 2809 (2200). No maintenance personnel or equipment. No cargo handling equipment, hangar space and security avbl. Fire protection limited. Regional Training Site (RTS) support coordinated thru 145 AW/CE DSN 231-4229. Air National Guard ramp rstd to mil use only with PPR. Maximum three C-130 acft. Ctc 145 AW Afid Management DSN 231-4177, C704-391-4177. ACTIVATE MIRL Rwy 04L-22R and Rwy 04R-22L and REIL Rwy 04R and Rwy 22L—CTAF. PAPI Rwy 04R and Rwy 22L on during twr opr, other times—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.175 (704) 986-2097.**COMMUNICATIONS:** CTAF 126.275 UNICOM 123.0

CHARLOTTE APP/DEP CON 128.32 CLNC DEL 128.5

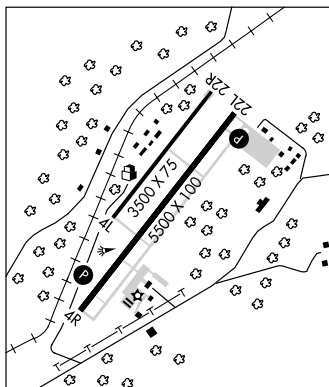
TOWER 126.275 (Mon-Fri 1300-0300Z†) except holidays or by NOTAM. GND CON 121.75 CLNC DEL 121.75

AIRSPACE: CLASS D svc Mon-Fri 1300-0300Z† except holidays or by NOTAM, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 297° 30.2 NM to fld. 590/03W.

ALLER NDB (MHW/LOM) 346 VU N35°29.35' W80°05.01' 223° 5.5 NM to fld.

ILS 110.55 I-VUJ Rwy 22L. LOM ALLER NDB. GS unusable blo 900' MSL.

COMM/NAV/WEATHER REMARKS: Charlotte CLNC DEL OTS indef. Twr svc provided by Air Guard.

ALBERT J. ELLIS

(See JACKSONVILLE)

ALLER N35°29.35' W80°05.01' NOTAM FILE RDU.

CHARLOTTE

NDB (MHW/LOM) 346 VU 223° 5.6 NM to Stanly Co.

L-25E, 36F

ALWOOD N35°42.41' W77°22.31' NOTAM FILE PGV.

CHARLOTTE

NDB (MHW) 230 AQE 198° 4.3 NM to Pitt-Greenville.

L-35C

ANDREWS

WESTERN CAROLINA RGNL (RHP) 2 W UTC-5(-4DT) N35°11.71' W83°51.78'

ATLANTA

1697 B S4 FUEL 100LL, JET A, A1+ OX 1, 2 NOTAM FILE RHP

H-9B, 12F, L-25B

RWY 08-26: H5500X100 (ASPH) S-25, D-45 MIRL 0.3% up NE IAP

RWY 08: REIL. PAPI(P2L)—GA 3.5° TCH 38'. Railroad. Rgt tfc.

RWY 26: PAPI (P2L)—GA 4.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended Nov-Mar 1300-2200Z†, Apr-Oct 1300-0000Z†. For fuel svc after hrs call 828-321-5114. Low flying acft overfly arpt. For information ctc FSS. Rwy 08, 8' drop-off, 108 ft from thld both sides in rwy safety area. Twy unlgtd. ACTIVATE REIL Rwy 08—CTAF. PAPI Rwy 08 and Rwy 26 opr continuously. MIRL Rwy 08-26 on dusk-dawn. To incr ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (828) 321-1049.**COMMUNICATIONS:** CTAF/UNICOM 122.8

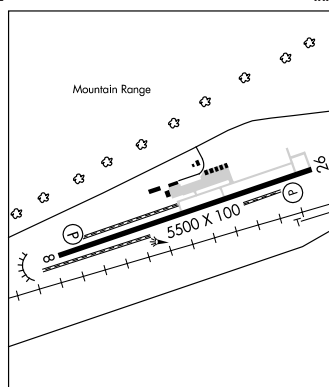
ATLANTA CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'

W83°54.94' 010° 15.3 NM to fld. 3660/00E.

HIWAS.



APP CRS **061°**
Rwy Idg **5500**
TDZE **1691**
Apt Elev **1697**

RNAV (GPS) RWY 8

ANDREWS/WESTERN CAROLINA RGNL (RHP)

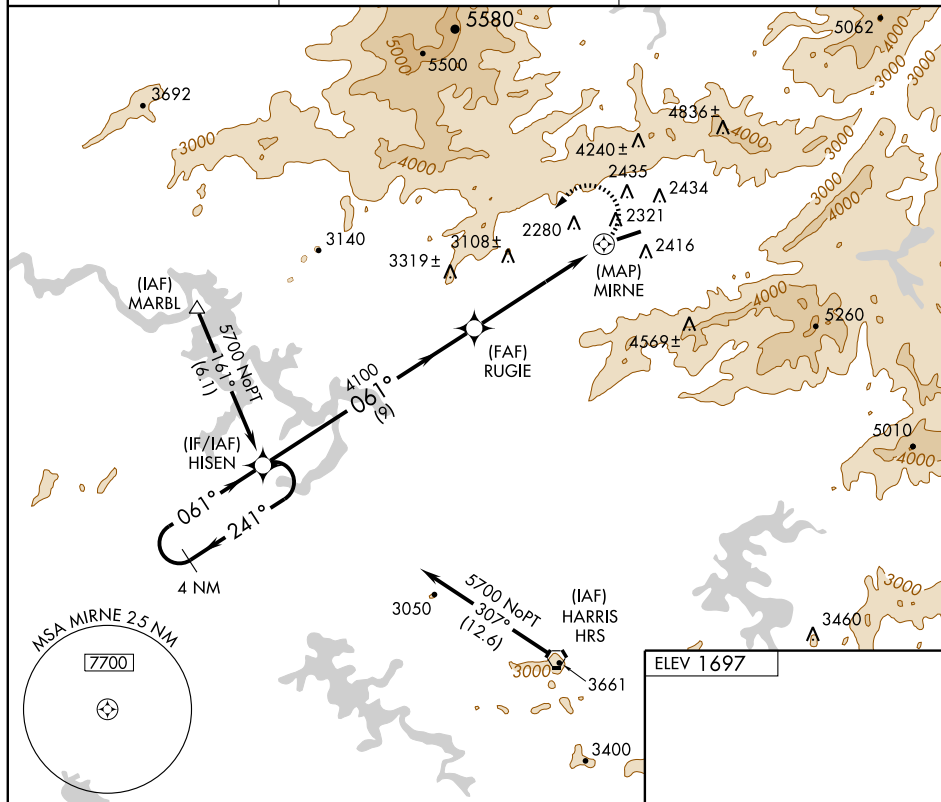
▽ DME/DME RNP-0.3 NA.
△ NA When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 5700 direct HISEN WP and hold.

AWOS-3
119.675

ATLANTA CENTER
134.8 307.9

UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern

HISEN

5700 HISEN

5700 ← 241°
061° →

RUGIE

MIRNE

4100

VGSI and descent
angles not coincident.

3.73°

TCH 40

9 NM

5.5 NM

0.5

CATEGORY

A

B

C

D

LNAV MDA

4020-1¼

2329 (2400-1¼)

4020-1½

2329 (2400-1½)

4020-3

2329 (2400-3)

NA

CIRCLING

4020-1¼

2323 (2400-1¼)

4020-1½

2323 (2400-1½)

4020-3

2323 (2400-3)

NA

REIL Rwy 8 **0**
MIRL Rwy 8-26 **0**

ANSON CO (See WADESBORO)**ASHE CO** (See JEFFERSON)**ASHEBORO RGNL** (HBI) 6 SW UTC-5(-4DT) N35°39.27' W79°53.69'**CHARLOTTE**

671 B S4 FUEL 100LL, JET A1+ NOTAM FILE HBI

H-9B, 12G, L-25E, 36F

RWY 03-21: H5501X100 (ASPH) S-20 MIRL

IAP

RWY 03: REIL. PAPI(P2L)—GA 3.5° TCH 50'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Trees.

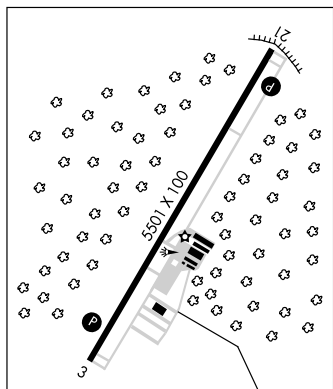
AIRPORT REMARKS: Attended Oct-May 1300Z±—dusk, Jun-Sep 1300Z±-0100Z±. 24 hr self svc avbl with credit card. Rwy 03 has 40' dropoff 400' from thld. Terrain rising south of the arpt. ACTIVATE REIL Rwy 03 and 21, PAPI Rwy 03 and Rwy 21 after 0400Z±, MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (336) 626-7933.**COMMUNICATIONS:** CTAF/UNICOM 122.8⑤ **GREENSBORO APP/DEP CON** 118.5**GCO** 130.70 (FLIGHT SERVICES)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GSO.**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 173° 23.8 NM to fld. 879/03W. HIWAS.

CITY LAKE NDB (MHW) 266 CQJ N35°42.98' W79°51.92'

209° 4 NM to fld. NOTAM FILE HBI.

**ASHEE** N36°26.04' W81°19.32' NOTAM FILE GEV.**CINCINNATI****NDB (MHW/LOM)** 410 JU 276° 4.7 NM to Ashe Co.

L-25D

ASHEVILLE RGNL (AVL) 9 S UTC-5(-4DT) N35°26.17' W82°32.51'**ATLANTA**

2165 B S2 FUEL 100LL, JET A OX 3 Class I, ARFF Index B NOTAM FILE AVL

H-9B, 12G, L-25C

RWY 16-34: H8001X150 (ASPH-GRVD) S-120, D-160, 2S-175, 2D-260 HIRL CL

IAP, AD

RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. 0.4% down.

RWY 34: MALSR. TDZL. VASI(V4L)—GA 2.8° TCH 57'. Rgt t/c.

0.9% up.

AIRPORT REMARKS: Attended continuously. PPR for unscheduled air carrier opr with more than 30 passenger seats 0400-1200Z±; call arpt manager 828-684-2226. Rwy 16 touchdown rwy visual range avbl. HIRL preset to off when twr clsd, to increase ints and ACTIVATE HIRL and MALSR Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS (828) 681-0131. LLWAS**COMMUNICATIONS:** CTAF 121.1 ATIS 120.2 UNICOM 122.95⑤ **APP/DEP CON** 125.8 (340-159°) 124.65 (160-339°) 1130-0400Z±**ATLANTA CENTER APP/DEP CON** 132.625 (0400-1130Z±)**TOWER** 121.1 (1130-0400Z±) **GND CON** 121.9**AIRSPACE:** CLASS C svc 1130-0400Z± etc **APP CON** other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.**SUGARLOAF MOUNTAIN (L) VORTAC** 112.2 SUG Chan 59

N35°24.39' W82°16.12' 280° 13.5 NM to fld.

3970/02W.

BROAD RIVER NDB (HW) 379 BRA N35°16.37' W82°28.26'

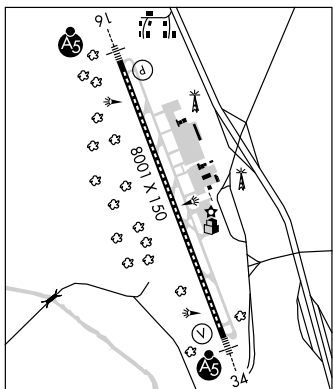
344° 10.4 NM to fld. NOTAM FILE AVL. (Unmonitored when twr closed).

KEANS NDB (LOM) 357 IM N35°31.97' W82°35.25' 163° 6.2 NM to fld.**ILS 110.5** I-AVL Rwy 34. Class IB. (Unmonitored when twr clsd).

ILS 110.9 I-IMO Rwy 16. Class IA. LOM KEANS NDB. (LOC only). ILS not avbl when twr clsd. Localizer unusable byd 20° rgt of course. Localizer unusable within .10 NM from thld.

ASR (1130-0400Z±)

COMM/NAV/WEATHER REMARKS: Communications unavailable blo 6,000' except by RALEIGH RADIO on 122.1R when avbl app con clsd. ASOS wind unreliable when twr closed.

**AVERY CO/MORRISON FLD** (See SPRUCE PINE)

NDB CQJ 266	APP CRS 209°	Rwy Idg TDZE Apt Elev	5501 673 673
-----------------------	------------------------	-----------------------------	---

NDB RWY 21

ASHEBORO RGNL (HBI)



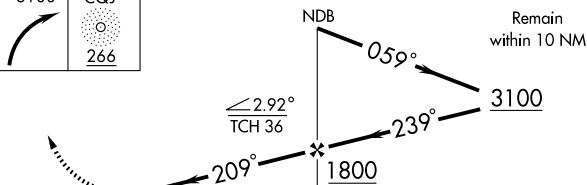
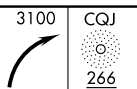
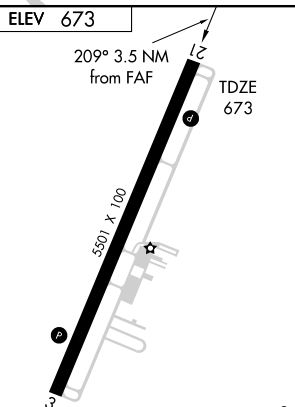
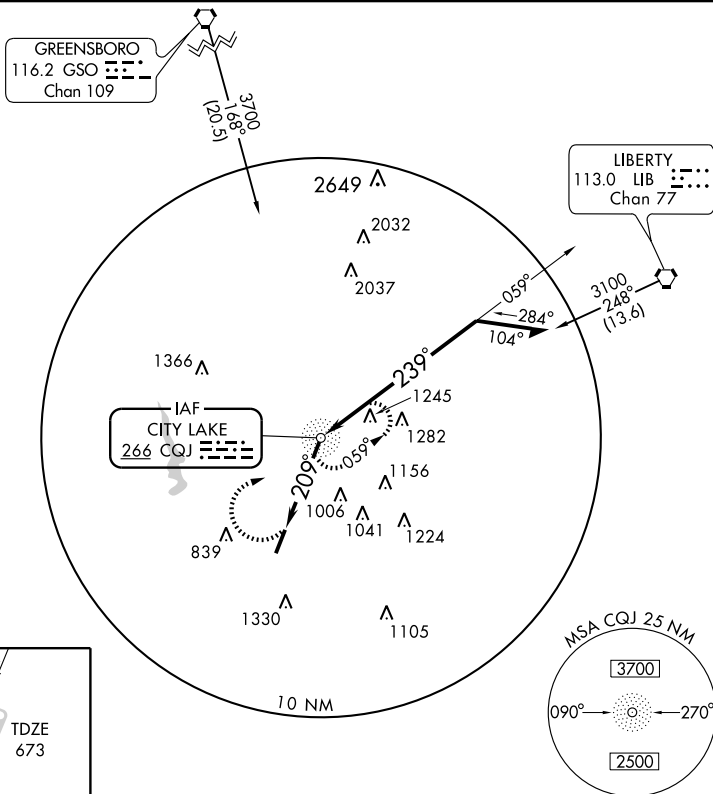
MISSED APPROACH: Climbing right turn to 3100 direct CQJ NDB and hold.

AWOS-3
119.275

GREENSBORO APP CON
118.5 327.075

GCO
130.70

UNICOM
122.8(CTAF) **1**



CATEGORY	A	B	C	D
S-21	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1300-2 627 (700-2)
CIRCLING	1300-1 627 (700-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

APP CRS
030°

Rwy ldg TDZE **5501**
Apt Elev **667**

RNAV (GPS) RWY 3

ASHEBORO RGNL (HBI)

NA GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -16°C (3°F)

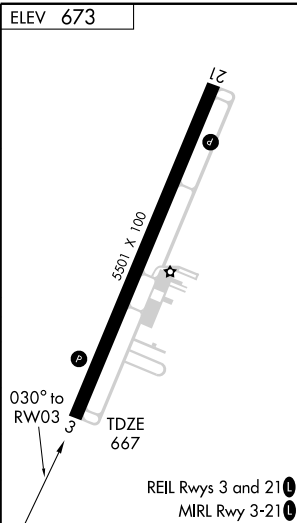
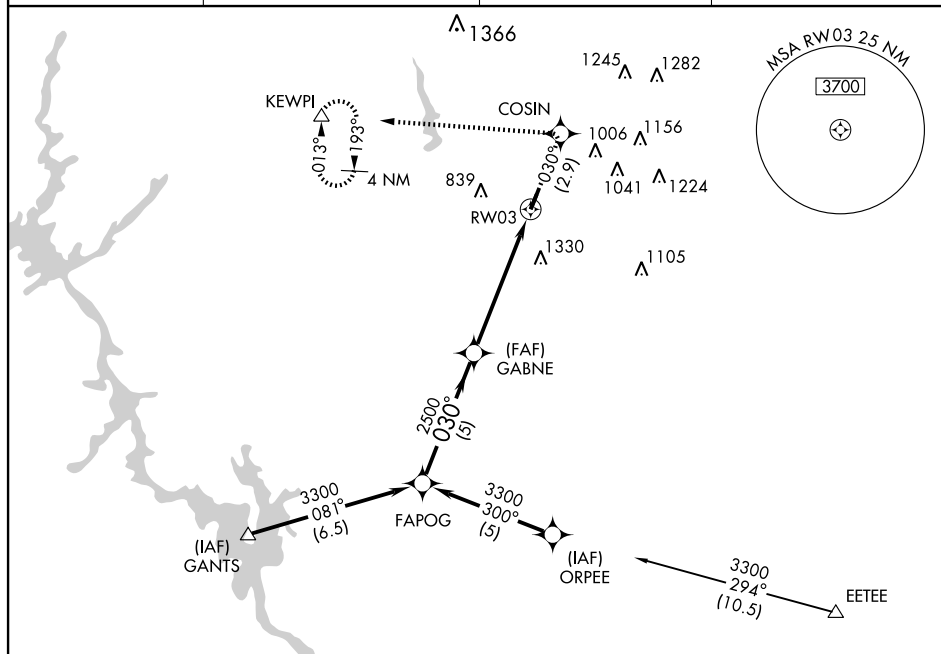
MISSED APPROACH: Climb to 3000 via 030° course to COSIN WP then turn left direct KEWPI WP and hold.

AWOS-3
119.275

GREENSBORO APP CON
118.5 327.075

GCO
130.70

UNICOM
122.8(CTAF)



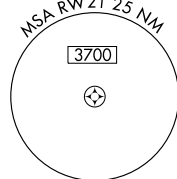
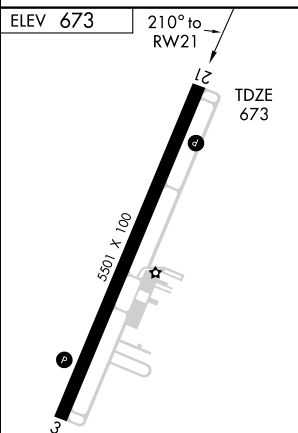
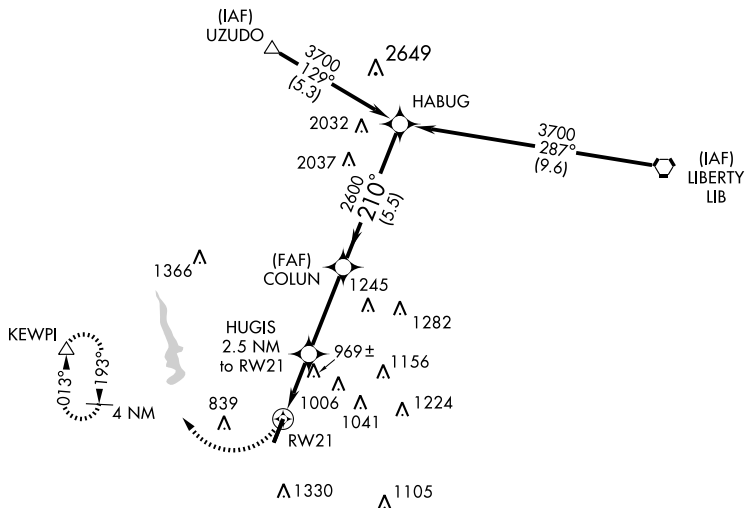
<div>FAPOG</div> <div>3300</div> <div>Procedure Turn NA</div> <div>GS 3.00° TCH 45</div>		<div>VGSI and descent angles not coincident.</div> <div>030°</div> <div>GABNE</div> <div>2500</div>		<div>3000 ↑ CRS 030°</div> <div>COSIN </div> <div>KEWPI </div>		<div>*LNAV only.</div> <div>*2.5 NM to RW03</div> <div>RW03</div>	
<div>← 5 NM</div>		<div>← 3 NM</div>		<div>← 2.5 NM</div>		<div>←</div>	
CATEGORY	A	B	C	D			
GLS PA DA	NA						
LNAV/VNAV DA	1320-2¼ 653 (700-2¼)						
LNAV MDA	1520-1 853 (900-1)	1520-1¼ 853 (900-1¼)	1520-2½ 853 (900-2½)	1520-2¾ 853 (900-2¾)			
CIRCLING	1520-2¼ 847 (900-2¼)	1520-2½ 847 (900-2½)		1680-3 1007 (1100-3)			

RNAV (GPS) RWY 21

ASHEBORO RGNL (HBI)

APP CRS	Rwy Idg	5501
210°	TDZE	673
	Apt Elev	673

▽ ▲ NA		GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct KEWPI WP and hold.	
AWOS-3 119.275	GREENSBORO APP CON 118.5 327.075		GCO 130.70	UNICOM 122.8 (CTAF) 1



<div><div>3000</div><div>KEWPI</div></div> <div><div><div>HUGIS 2.5 NM to RW21</div><div>COLUN 2600</div><div>HABUG 3700</div><div>Procedure Turn NA</div></div></div>				
<div><div>RW21</div><div>1.6 NM to RW21</div><div>0.9</div><div>3.4 NM</div><div>5.5 NM</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1220-1	547 (600-1)	1220-1½ 547 (600-1½)	1220-1¾ 547 (600-1¾)
CIRCLING	1260-1 587 (600-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

VORTAC GSO 116.2 Chan 109	APP CRS 173°	Rwy Idg TDZE Apt Elev 673	N/A N/A
---	------------------------	---	--------------------------

VOR-A
ASHEBORO RGNL (HBI)



MISSED APPROACH: Climbing right turn to 3000
via GSO R-173 to NADLE Int and hold.

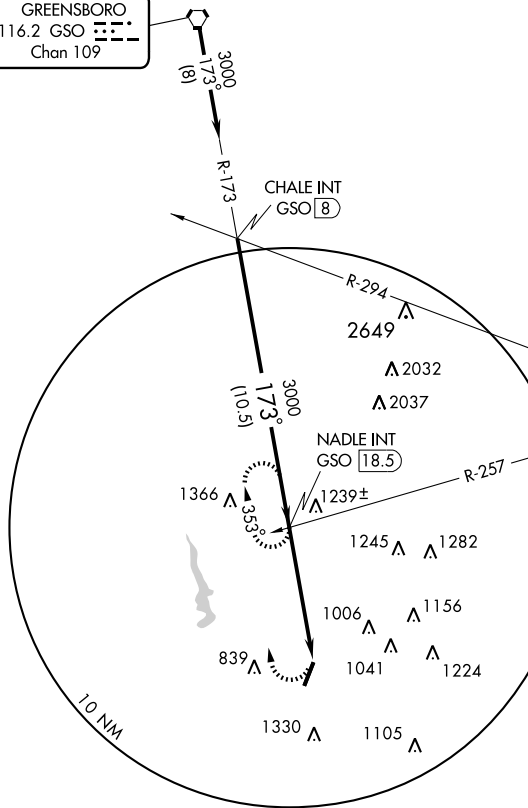
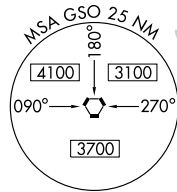
AWOS-3
119.275

GREENSBORO APP CON
118.5 327.075

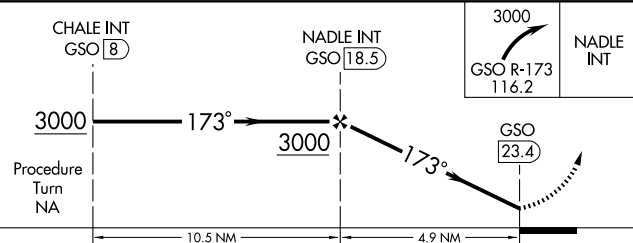
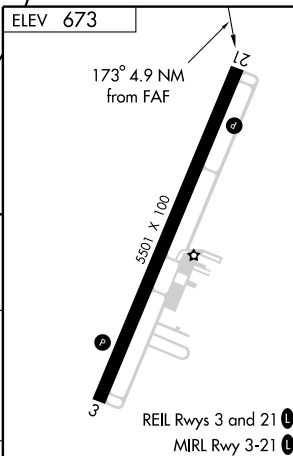
GCO
130.70

UNICOM
122.8(CTAF) **1**

IAF
GREENSBORO
116.2 GSO
Chan 109



LIBERTY
113.0 LIB
Chan 77



CATEGORY	A	B	C	D
CIRCLING	1320-1 647 (700-1)	1360-1¼ 687 (700-1¼)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

ATIS 120.2
ASHEVILLE TOWER ★
121.1 257.8
GND CON
121.9

35° 27.0'N

△ 2486

FIELD
ELEV
2165

1635.0°
0.4% DOWN

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FUEL TANKS

NORTH
FBO RAMP

HANGARS

SOUTH
FBO RAMP

FIRE STATION

TERMINAL

CONTROL
TOWER

8001 X 150

35° 26.0'N

RWY 16-34
S-120, D-160, 2S-175, 2D-260

0.9% UP
345.9°

ELEV
2111

82° 33.0'W

82° 32.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

AIRPORT DIAGRAM

ASHEVILLE, NORTH CAROLINA
ASHEVILLE RGNL (AVL)

ANSON CO (See WADESBORO)**ASHE CO** (See JEFFERSON)**ASHEBORO RGNL** (HBI) 6 SW UTC-5(-4DT) N35°39.27' W79°53.69'**CHARLOTTE**
H-9B, 12G, L-25E, 36F
IAP

671 B S4 FUEL 100LL, JET A1+ NOTAM FILE HBI

RWY 03-21: H5501X100 (ASPH) S-20 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.5° TCH 50'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Oct-May 1300Z±—dusk, Jun-Sep 1300Z±-0100Z±. 24 hr self svc avbl with credit card. Rwy 03 has 40' dropoff 400' from thld. Terrain rising south of the arpt. ACTIVATE REIL Rwy 03 and 21, PAPI Rwy 03 and Rwy 21 after 0400Z±, MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (336) 626-7933.**COMMUNICATIONS:** CTAF/UNICOM 122.8⑤ **GREENSBORO APP/DEP CON** 118.5

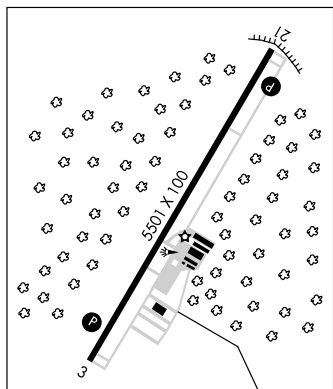
GCO 130.70 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 173° 23.8 NM to fld. 879/03W. HIWAS.

CITY LAKE NDB (MHW) 266 CQJ N35°42.98' W79°51.92'

209° 4 NM to fld. NOTAM FILE HBI.

**ASHEE** N36°26.04' W81°19.32' NOTAM FILE GEV.**CINCINNATI**
L-25D**NDB (MHW/LOM)** 410 JU 276° 4.7 NM to Ashe Co.**ASHEVILLE RGNL** (AVL) 9 S UTC-5(-4DT) N35°26.17' W82°32.51'**ATLANTA**
H-9B, 12G, L-25C
IAP, AD

2165 B S2 FUEL 100LL, JET A OX 3 Class I, ARFF Index B NOTAM FILE AVL

RWY 16-34: H8001X150 (ASPH-GRVD) S-120, D-160, 2S-175, 2D-260 HIRL CL

RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. 0.4% down.

RWY 34: MALSR. TDZL. VASI(V4L)—GA 2.8° TCH 57'. Rgt t/c.

0.9% up.

AIRPORT REMARKS: Attended continuously. PPR for unscheduled air carrier opr with more than 30 passenger seats 0400-1200Z±; call arpt manager 828-684-2226. Rwy 16 touchdown rwy visual range avbl. HIRL preset to off when twr clsd, to increase ints and ACTIVATE HIRL and MALSR Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS (828) 681-0131. LLWAS**COMMUNICATIONS:** CTAF 121.1 ATIS 120.2 UNICOM 122.95⑤ **APP/DEP CON** 125.8 (340-159°) 124.65 (160-339°) 1130-0400Z±**ATLANTA CENTER APP/DEP CON** 132.625 (0400-1130Z±)**TOWER** 121.1 (1130-0400Z±) **GND CON** 121.9**AIRSPACE:** CLASS C svc 1130-0400Z± etc **APP CON** other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.**SUGARLOAF MOUNTAIN (L) VORTAC** 112.2 SUG Chan 59

N35°24.39' W82°16.12' 280° 13.5 NM to fld.

3970/02W.

BROAD RIVER NDB (HW) 379 BRA N35°16.37' W82°28.26'

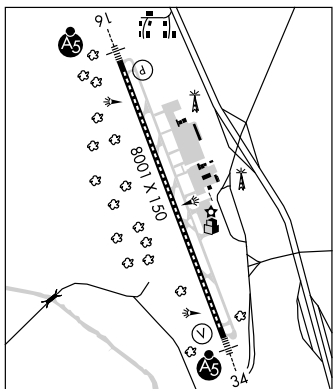
344° 10.4 NM to fld. NOTAM FILE AVL. (Unmonitored when twr closed).

KEANS NDB (LOM) 357 IM N35°31.97' W82°35.25' 163° 6.2 NM to fld.**ILS 110.5** I-AVL Rwy 34. Class IB. (Unmonitored when twr clsd).

ILS 110.9 I-IMO Rwy 16. Class IA. LOM KEANS NDB. (LOC only). ILS not avbl when twr clsd. Localizer unusable byd 20° rgt of course. Localizer unusable within .10 NM from thld.

ASR (1130-0400Z±)


COMM/NAV/WEATHER REMARKS: Communications unavailable blo 6,000' except by RALEIGH RADIO on 122.1R when avbl app con clsd. ASOS wind unreliable when twr closed.


**AVERY CO/MORRISON FLD** (See SPRUCE PINE)

(AVL3.AVL) 10154 SL-5061 (FAA)
ASHEVILLE THREE DEPARTURE


ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA


ATIS 120.2
GND CON 121.9
ASHEVILLE TOWER ★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON
124.65 351.8
CLNC DEL/AIRBORNE
132.625 281.1 (when twr closed)


HOLSTON MOUNTAIN
114.6 HMV 
Chan 93
N36° 26.22'-W82° 07.77'
L-25, H-9-12


VOLUNTEER
116.4 VXV 
Chan 111
N35° 54.29'-
W83° 53.68'
L-25, H-9-12


SNOWBIRD
108.8 SOT 
Chan 25
N35° 47.41'-
W83° 03.14'
L-25 H-9-12


BARRETT'S MOUNTAIN
110.8 BZM 
Chan 45
N35° 52.13'-W81° 14.43'
L-25


SUGARLOAF MOUNTAIN
112.2 SUG 
Chan 59
N35° 24.39'-W82° 16.12'
L-25


HARRIS
109.8 HRS 
Chan 35
N34° 56.58'-
W83° 54.94'
L-25, H-9-12

SPARTANBURG
115.7 SPA 
Chan 104
N35° 02.02'-W81° 55.62'
L-24-25, H-9-12

CHARLOTTE
115.0 CLT 
Chan 97
N35° 11.42'-
W80° 57.11'
L-25-36, H-9-12

FOOTHILLS
113.4 ODF 
Chan 81
N34° 41.75'-
W83° 17.86'
L-25, H-9-12

ELECTRIC CITY
108.6 ELW 
Chan 23
N34° 25.15'-
W82° 47.08'
L-18

GREENWOOD
115.5 GRD 
Chan 102
N34° 15.09'-
W82° 09.25'
L-24, H-9-12

TAKE-OFF OBSTACLE NOTES:

Rwy 16: Tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL.


Rwy 34: Tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.

Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

TAKE-OFF MINIMUMS:

Rwy 16: Standard with minimum climb of 360' per NM to 6100'.

Rwy 34: Standard with minimum climb of 380' per NM to 5700'.

COLLIERS
113.9 IRQ 
Chan 86
N33° 42.44'-W82° 09.72'
L-24, H-9-12

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ASHEVILLE THREE DEPARTURE
(AVL3.AVL) 10154

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 164° to 10000' or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 6100'. Thence....

TAKE-OFF RUNWAY 34: Climb heading 344° to 10000' or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 5700'. Thence....

....Aircraft filed at or above 11000' maintain 10000' and expect filed altitude/flight level ten minutes after departure.

SE-2, 26 AUG 2010 to 23 SEP 2010

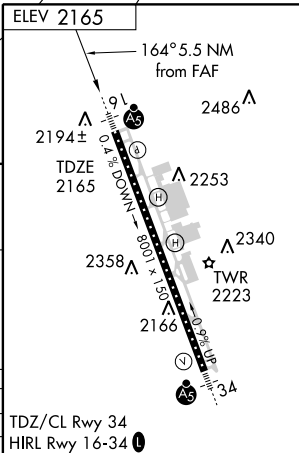
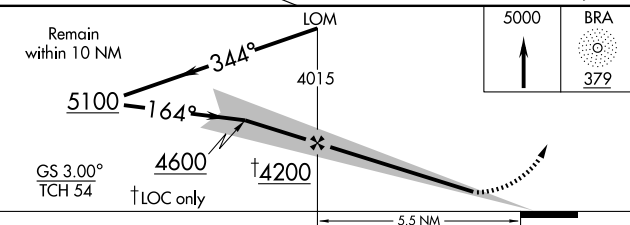
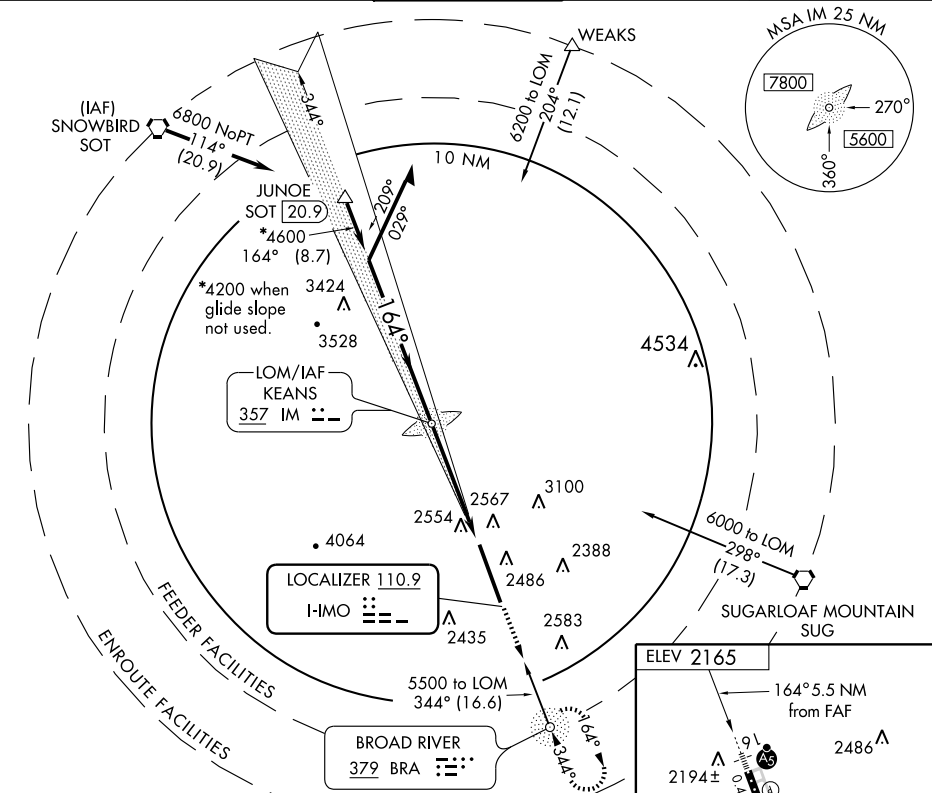
SE-2, 26 AUG 2010 to 23 SEP 2010

LOC I-MO 110.9	APP CRS 164°	Rwy Idg TDZE Apt Elev	8001 2165 2165
--------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 16 ASHEVILLE RGNL (AVL)

<p>V A ASR</p>	<p>ADF Required. Circling NA west of runway 16-34, night circling NA.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 5000 direct BRA NDB and hold.</p>
--------------------------------------	---	------------------	--

<p>ATIS 120.2</p>	<p>ASHEVILLE APP CON 124.65 269.575</p>	<p>ASHEVILLE TOWER ★ 121.1 (CTAF) 257.8</p>	<p>GND CON 121.9</p>	<p>UNICOM 122.95</p>
------------------------------	--	---	---------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-ILS 16	2379/40		214 (300-¾)	
S-LOC 16	2840/50 675 (700-1)		2840-2 675 (700-2)	2840-2¼ 675 (700-2¼)
CIRCLING	2880-1 715 (800-1)		2900-2 735 (800-2)	2900-2¼ 735 (800-2¼)

TDZ/CL Rwy 34 HIRL Rwy 16-34					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC I-AVL	APP CRS	Rwy Idg	8001
<u>110.5</u>	344°	TDZE	2140
		Apt Elev	2165

ILS OR LOC RWY 34
ASHEVILLE RGNL (AVL)

T Circling NA West of runway 16-34. Circling NA at night.
A ADF REQUIRED. **RVR 1800 authorized with the use
 ASR of FD or AP or HUD to DA.



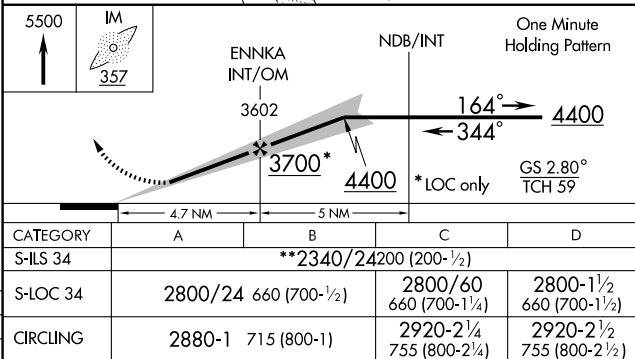
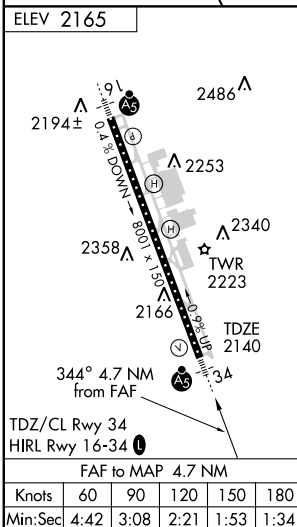
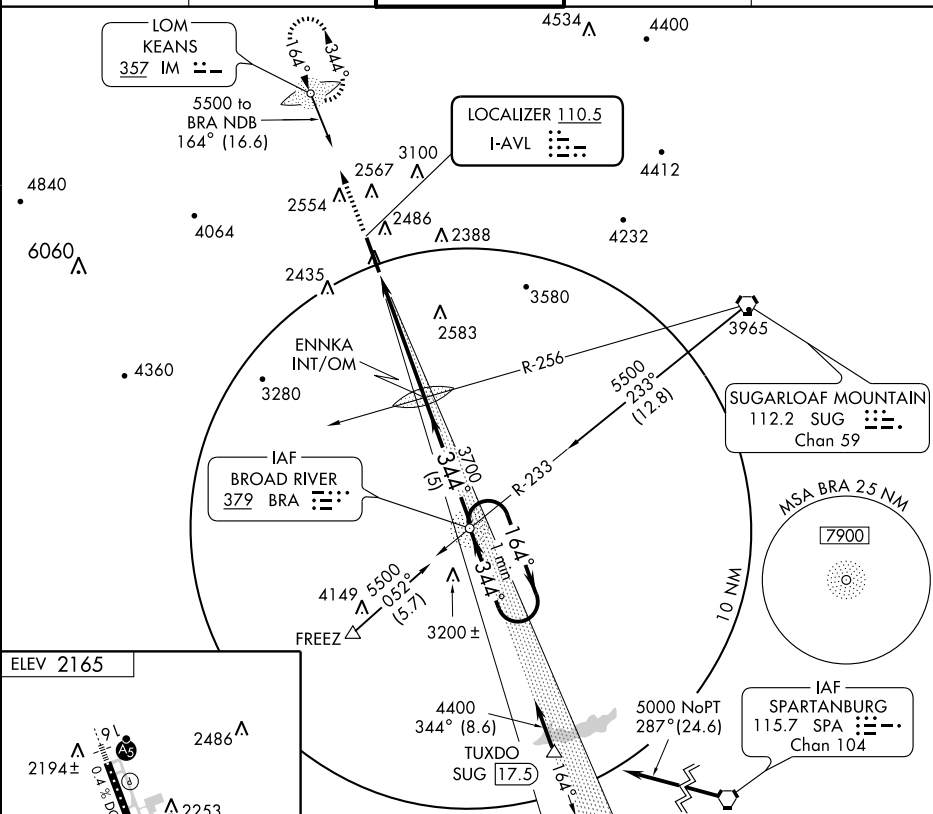
MISSED APPROACH: Climb to 5500 direct IM LOM and hold.

ATIS
120.2

ASHEVILLE APP CON
124.65 269.575

ASHEVILLE TOWER ★
121.1 (CTAF) **L** 257.8

GND CON
121.9

UNICOM
122.95

ASHEVILLE, NORTH CAROLINA
Amdt 23G 10042

35° 26' N - 82° 33' W

ASHEVILLE RGNL (AVL)
ILS OR LOC RWY 34

SE-2. 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

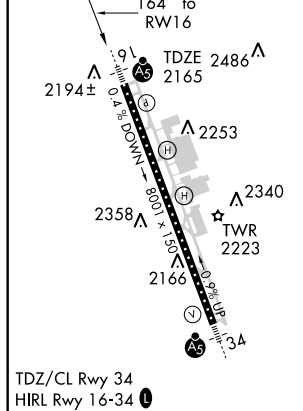
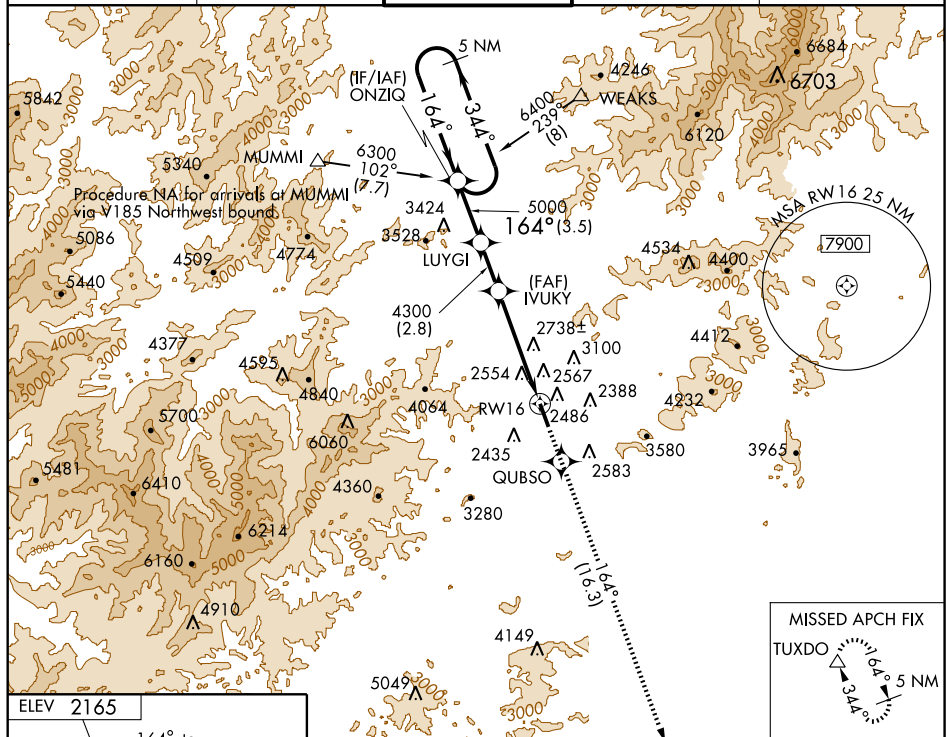
WAAS CH 90501 W16A	APP CRS 164°	Rwy Idg TDZE Apt Elev	8001 2165 2165
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 16

ASHEVILLE RGNL (AVL)

<p>▼ Circling NA West of runway 16/34. Circling NA at night. For inoperative MALSRR, increase LPV all Cats visibility to RVR 4000, increase LNAV Cat A visibility to RVR 5000. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet.</p> <p>▲ VDP NA when using Rutherfordton altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MALSRR</p> <p>MISSED APPROACH: Climb to 5000 direct QUBSO and via 164° track to TUXDO and hold.</p>
--	--

ATIS 120.2	ASHEVILLE APP CON 124.65 269.575	ASHEVILLE TOWER★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
----------------------	--	---	-------------------------	-------------------------



5 NM Holding Pattern	ONZIQ	LUYGI	5000	QUBSO	TUXDO
5000	344°	164°	5000	164°	164°
GS 3.00°					
TCH 54					
VGSI and RNAV glidepath not coincident.					
	3.5 NM	2.8 NM	3.9 NM	2.5	
CATEGORY	A	B	C	D	
LPV DA	2415/24 250 (300-1/2)				
LNAV/VNAV DA	NA				
LNAV MDA	3020/40	855 (900-3/4)	3020-2 855 (900-2)	3020-2 1/4 855 (900-2 1/4)	
CIRCLING	3020-1 855 (900-1)	3020-1 1/4 855 (900-1 1/4)	3020-2 1/2 855 (900-2 1/2)	3020-2 3/4 855 (900-2 3/4)	

ASHEVILLE, NORTH CAROLINA

Amdt 1 08101

35°26'N - 82°33'W

ASHEVILLE RGNL (AVL)

RNAV (GPS) RWY 16

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 50501 W34A	APP CRS 344°	Rwy Idg 8001 TDZE 2140 Apt Elev 2165
--	------------------------	---

RNAV (GPS) RWY 34

ASHEVILLE RGNL (AVL)

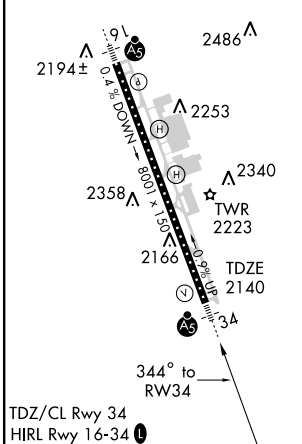
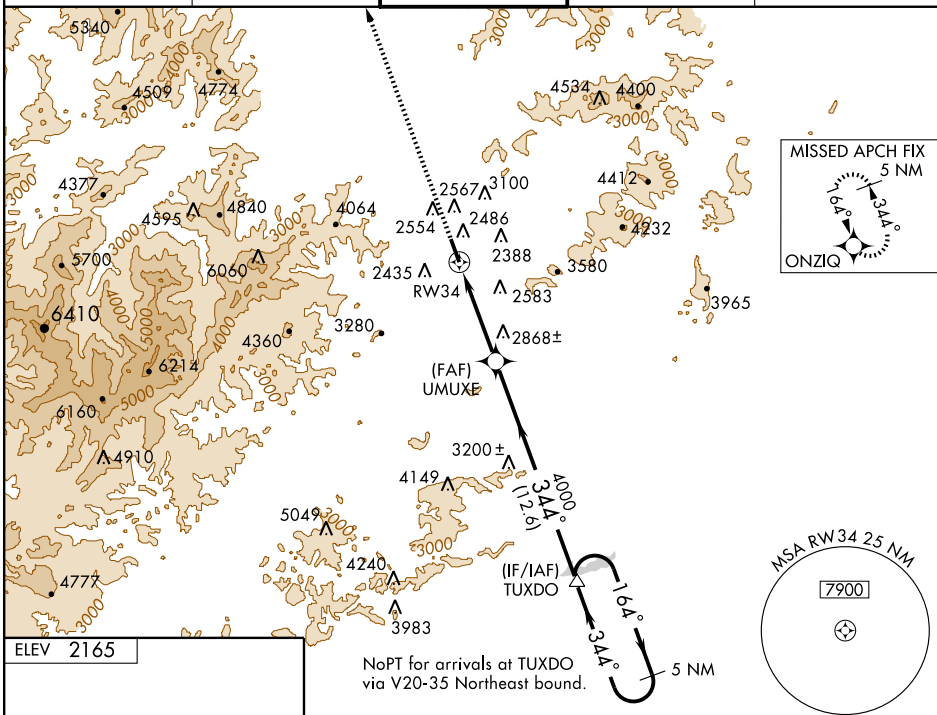


Circling NA West of Rwy 16/34. Circling NA at night. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet. VDP NA with Rutherfordton altimeter setting. For operative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 5000 direct
ONZIQ and hold.

ATIS 120.2	ASHEVILLE APP CON 124.65 269.575	ASHEVILLE TOWER★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
---------------	-------------------------------------	--	------------------	------------------

[illegible]

ASHEVILLE, NORTH CAROLINA

Amdt 1 08101

ASHEVILLE REGION (AVL)

RNAV (GPS) RWY 34

35°26'N - 82°33'W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2 26 AUG 2010 to 23 SEP 2010

BARRETTS MOUNTAIN N35°52.13' W81°14.43' NOTAM FILE RDU.

(L) VOR/DME 110.8 BZM Chan 45 230°10.6 NM to Hickory Rgnl. 1880/06W.

RCO 122.1R 110.8T (RALEIGH RADIO)

CHARLOTTE

L-35D

BEAUFORT

MICHAEL J. SMITH FLD (MRH) 1 N UTC-5(-4DT) N34°44.01' W76°39.64'

11 B S4 FUEL 100LL, JET A1+ OX 1,2 LRA NOTAM FILE MRH

RWY 08-26: H4249X100 (ASPH) D-60 MIRL

RWY 08: Brush. RWY 26: Trees.

RWY 03-21: H4191X150 (ASPH) S-12.5 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0°TCH 20'. Thld dspcd 186'. Road.

RWY 21: REIL. PAPI(P2L)—GA 3.0°TCH 24'. Trees.

RWY 14-32: H4001X100 (ASPH) S-12.5

RWY 14: Boat. RWY 32: Thld dspcd 490'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. For svc after hrs call 252-728-2323. Deer and birds on and in/ov arpt. Noise abatement procedures in effect. Rwy 08-26 is preferred rwy, wind and safety permitting. Avoid overflight of Beaufort Waterfront. Ctc arpt manager for further info 252-728-1928. ACTIVATE MIRL Rwy 03-21 and Rwy 08-26, PAPI Rwy 03 and Rwy 21, REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 135.375 (252) 728-2055.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHERRY POINT APP/DEP CON 124.1 CLNC DEL 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

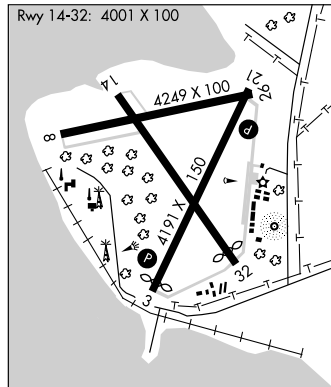
KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

W77°33.50' 136° 58.4 NM to fld. 106/05W.

MOREHEAD NDB (MHW) 269 MRH N34°43.87' W76°39.73'

at fld. NOTAM FILE MRH. NDB unmonitored.

ILS 108.5 I-BFO Rwy 26. Localizer only.



BILLY MITCHELL (See HATTERAS)

BLADENBORO (3W6) 0 E UTC-5(-4DT) N34°33.01' W78°46.98'

115 NOTAM FILE RDU

RWY 02-20: 2850X135 (TURF)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE

NDB MRH 269	APP CRS 148°	Rwy ldg TDZE Apt Elev 4001 10 11
-----------------------	------------------------	--

NDB RWY 14

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

▼
▲ NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

ASOS

135.375

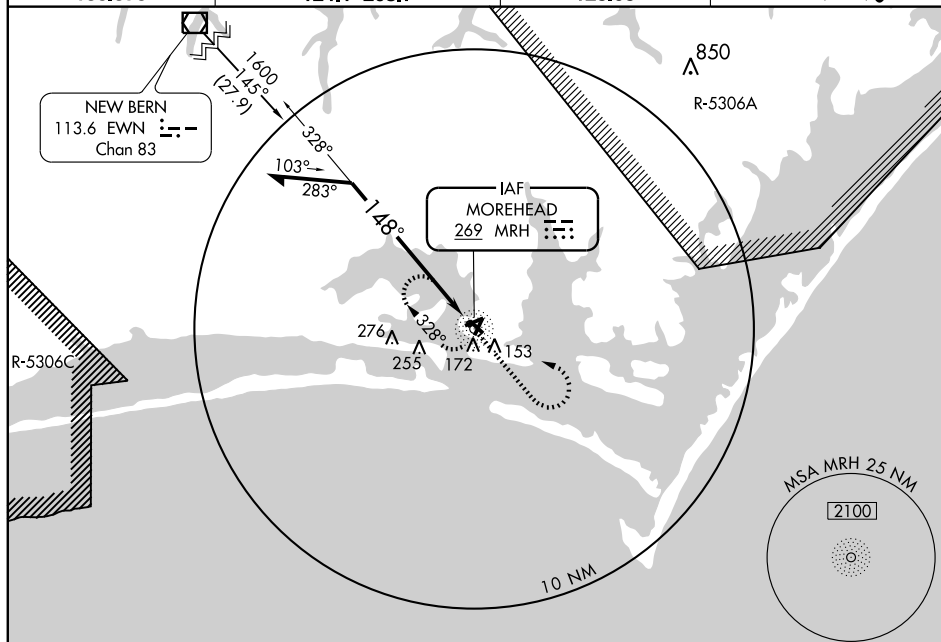
MARINE CHERRY POINT APP CON

124.1 268.7

CHERRY POINT CLNC DEL

125.65

UNICOM

122.8 (CTAF) 0

Remain within 10 NM

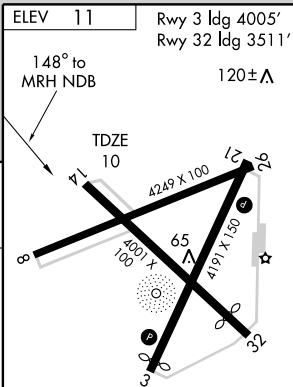
NDB

1600**328°****148°**

1000

1600

MRH

269

REIL Rwy 3 and 21
MIRL Rwy 3-21 and 8-26

CATEGORY	A	B	C	D
S-14	700-1 690 (700-1)		700-2 690 (700-2)	700-2 1/4 690 (700-2 1/4)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	700-2 1/4 689 (700-2 1/4)

Knots	60	90	120	150	180
Min:Sec					

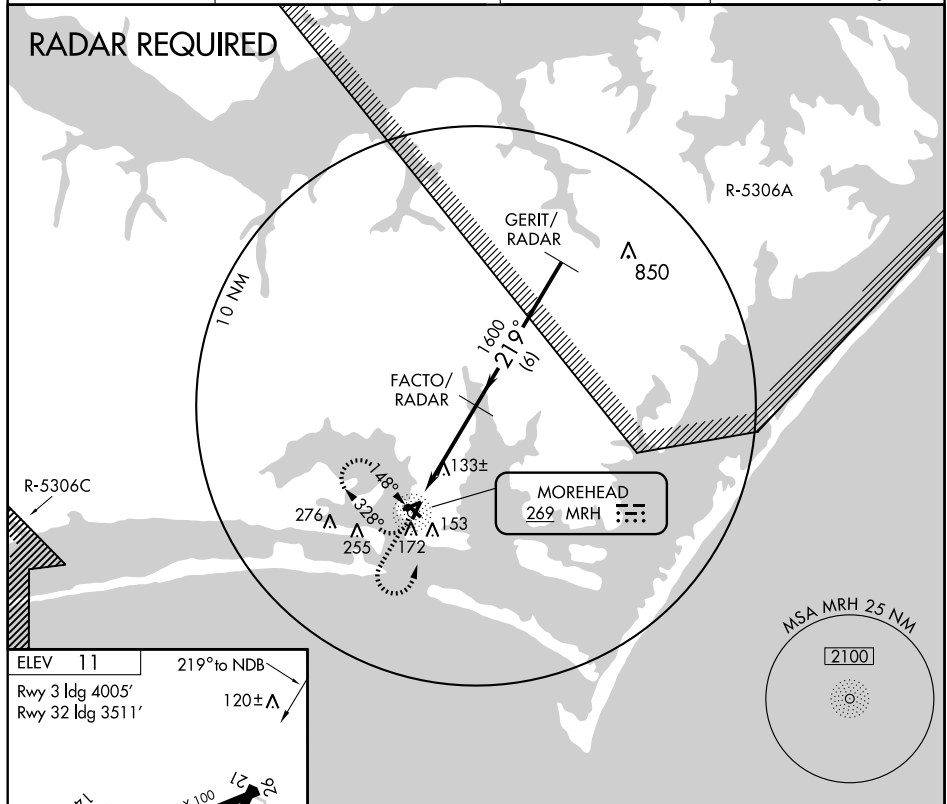
NDB MRH 269	APP CRS 219°	Rwy ldg TDZE Apt Elev	4191 10 11
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 21

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

<p>NA</p> <p>If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. RADAR REQUIRED.</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.</p>
--	--

ASOS 135.375	MARINE CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF) 0
------------------------	---	--	---------------------------------

RADAR REQUIRED

ELEV 11	219° to NDB
Rwy 3 ldg 4005'	120 ± Δ
Rwy 32 ldg 3511'	
<p>TDZE 10</p> <p>4249 X 100</p> <p>4191 X 150</p> <p>1301 X 100</p> <p>65</p> <p>32</p> <p>3</p>	
<p>REIL Rws 3 and 21</p> <p>MIRL Rwy 3-21 and 8-26</p>	
Knots	60 90 120 150 180
Min:Sec	

1000	1600	MRH	269
FACTO/ RADAR	GERIT/ RADAR		
NDB	1600	219°	1600
4 NM 6 NM			
CATEGORY	A	B	C
S-21	440-1	430 (500-1)	440-1½
CIRCLING	540-1	529 (600-1)	540-1½
			580-2
			569 (600-2)

NDB RWY 21

APP CRS
033°

Rwy ldg **4005**
TDZE **10**
Apt Elev **11**

RNAV (GPS) RWY 3

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

NA If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
Straight-in minimums NA at night. Circling NA at night to Rwy 3, 8 and 32.

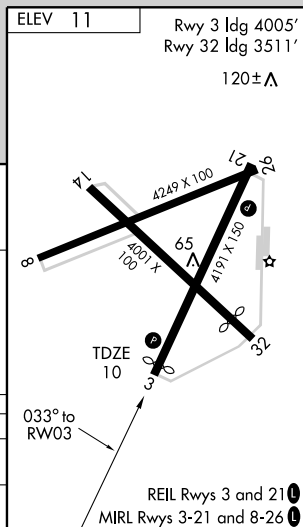
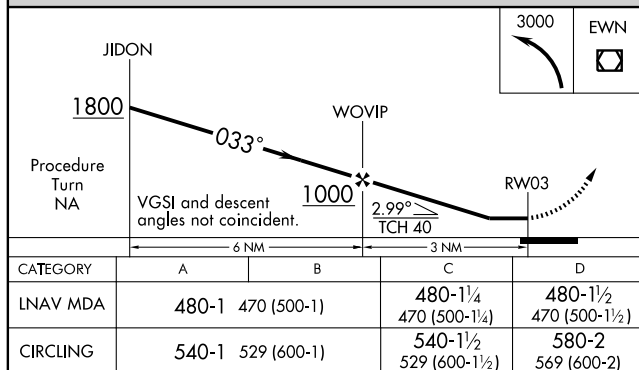
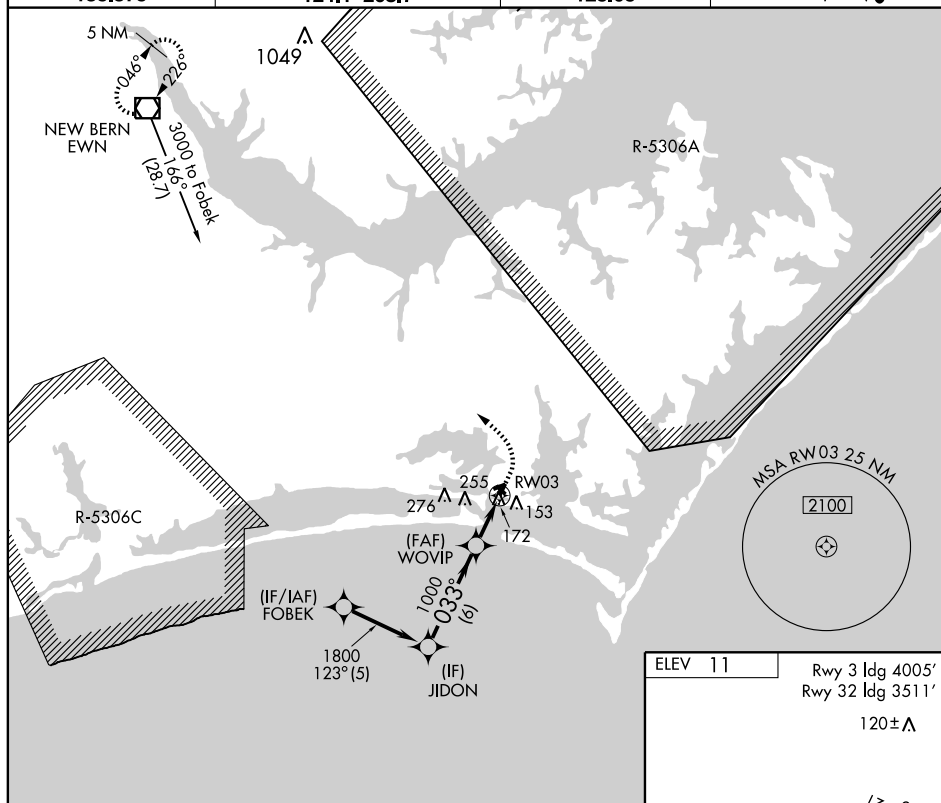
MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS
135.375

MARINE CHERRY POINT APP CON
124.1 268.7

CHERRY POINT CLNC DEL
125.65

UNICOM
122.8 (CTAF) 0



APP CRS
076°

Rwy ldg **4249**
TDZE **10**
Apt Elev **11**

RNAV (GPS) RWY 8

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)



If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
Straight-in minimums NA at night. Circling NA at night to Rwy 3, 8 and 32.

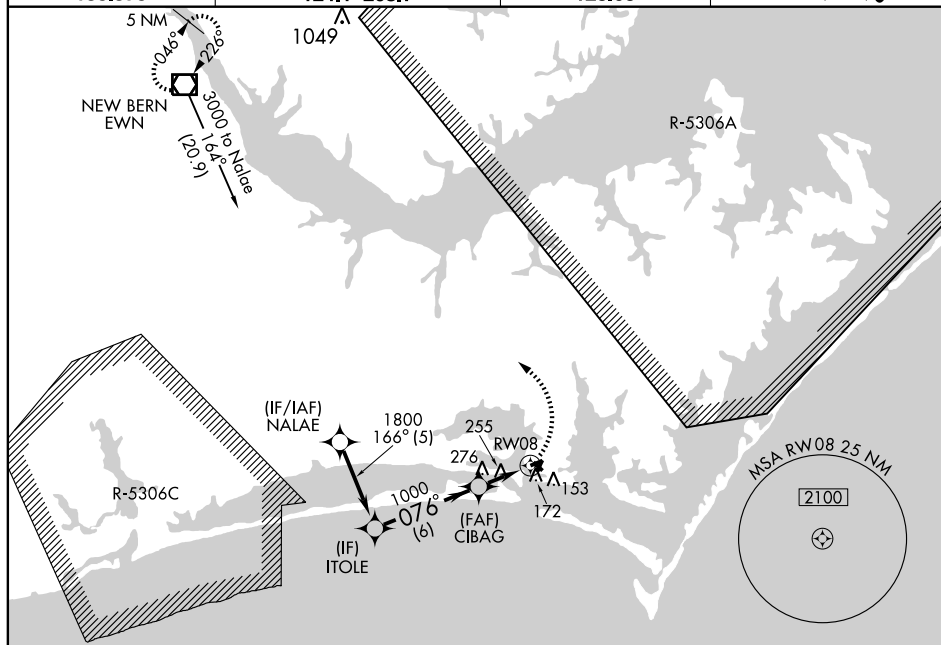
MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS
135.375

MARINE CHERRY POINT APP CON
124.1 268.7

CHERRY POINT CLNC DEL
125.65

UNICOM
122.8 (CTAF) 0

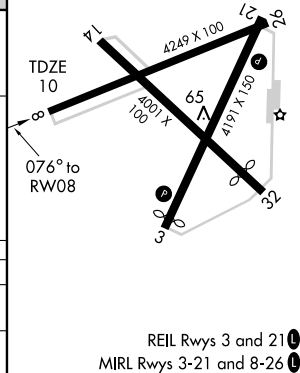
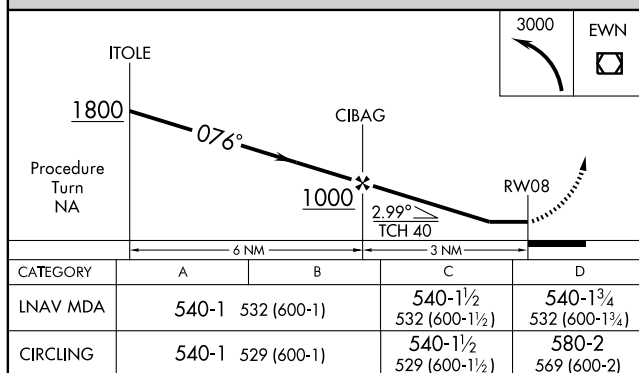


ELEV **11**

Rwy 3 ldg 4005'

Rwy 32 ldg 3511'

120±



APP CRS	Rwy ldg	4001
141°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 14

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)



If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.

NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000
direct SEDUE WP and hold.

ASOS
135.375

MARINE CHERRY POINT APP CON
124.1 268.7

CHERRY POINT CLNC DEL
125.65

UNICOM
122.8 (CTAF) 0

(IAF)
NEW BERN
EWN

3100
(17.9)

ULVAQ

1600
(5.0)

(FAF)
ISUJU

141°

RW14

276

255

172

153

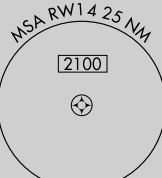
141°

32°

SEDUE

R-5306A
Λ 850

R-5306C



ELEV 11 Rwy 3 ldg 4005'
Rwy 32 ldg 3511'

120±Λ

2000



ULVAQ

3100

ISUJU

1600

RW14

Procedure
Turn
NA

140°

141°

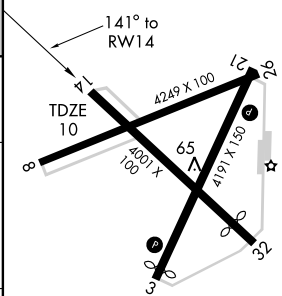
2.93°

TCH 40

5 NM

5 NM

CATEGORY	A	B	C	D
RNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)



REIL Rwy 3 and 21
MIRL Rwy 3-21 and 8-26

APP CRS **213°**
Rwy ldg **4191**
TDZE **10**
Apt Elev **11**

RNAV (GPS) RWY 21

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)



If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
Circling NA at night to Rwy 3, 8 and 32.

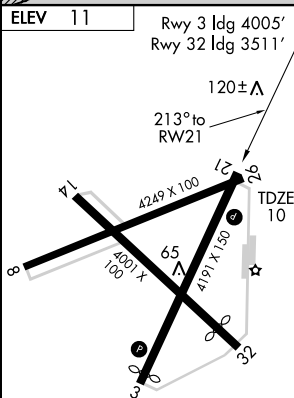
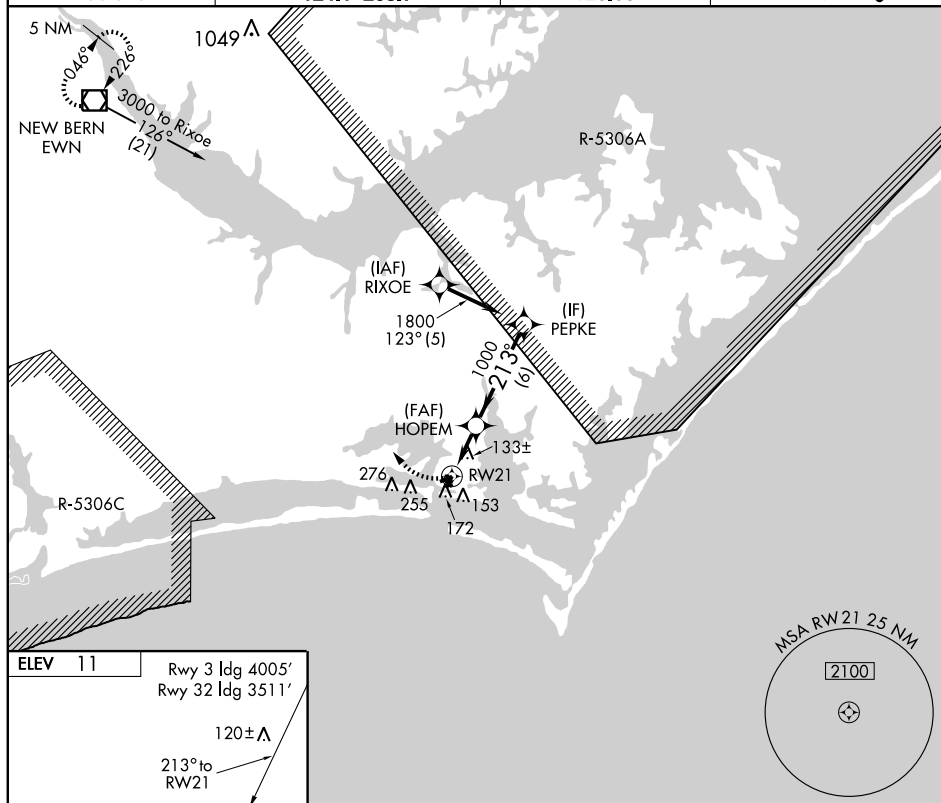
MISSED APPROACH: Climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS
135.375

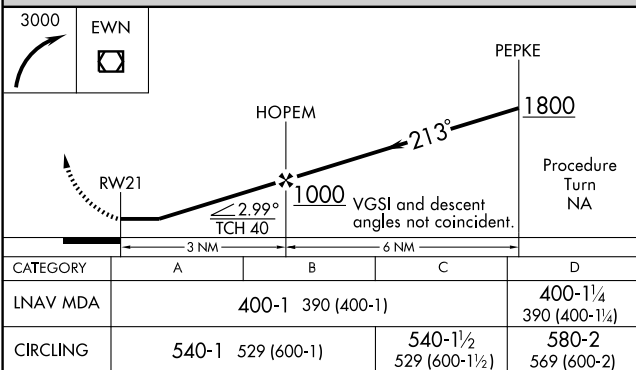
MARINE CHERRY POINT APP CON
124.1 268.7

CHERRY POINT CLNC DEL
125.65

UNICOM
122.8 (CTAF) 0



REIL Rwy 3 and 21 0
MIRL Rwy 3-21 and 8-26 0



APP CRS	Rwy Idg	4249
256°	TDZE	8
	Apt Elev	11

RNAV (GPS) RWY 26

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

T
A NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
Circling NA at night to Rwy's 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting.

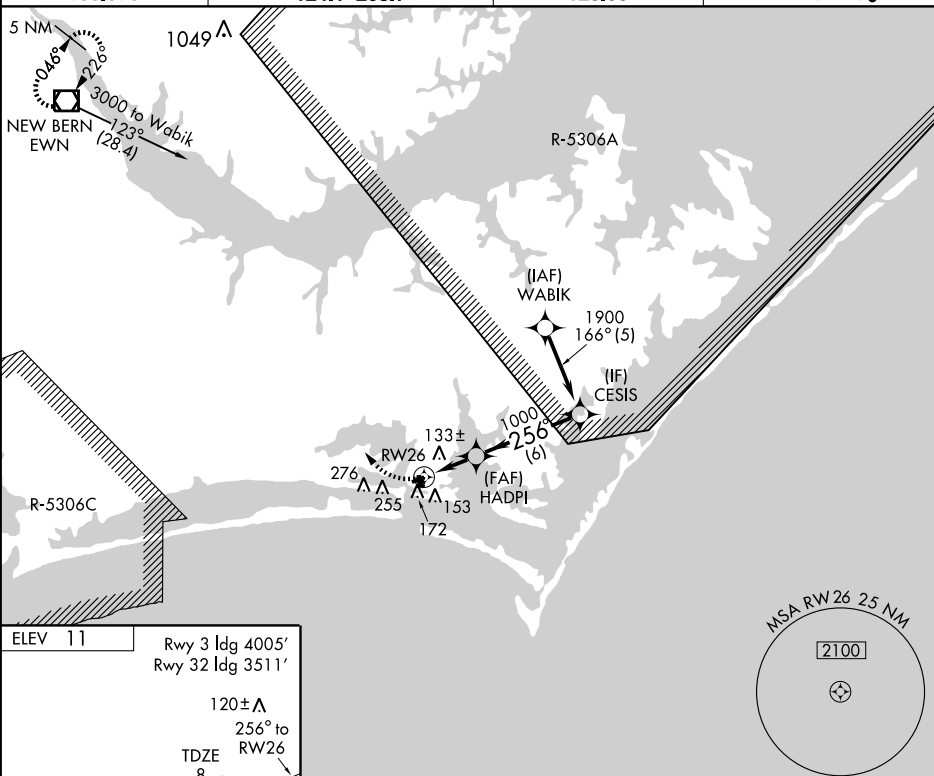
MISSED APPROACH: Climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS
135,375

MARINE CHERRY POINT APP CON
124.1 268.7

CHERRY POINT CLNC DEL
125.65

UNICOM
122.8 (CTAF) **L**



ELEV 11

Rwy 3 Idg 4005'
Rwy 32 Idg 3511'

 $120 \pm \Delta$

256°

TDZE RW2

8.

26

7d

150

419

1

~~1~~

32

3

20

-26 **L**

ROLINA

REIL Rwy 3 and 21 **L**
MIRL Rwy 3-21 and 8-26 **L**

BEAUFORT, NORTH CAROLINA
Orig 08157

BEAUFORT/ MICHAEL J. SMITH FIELD (MRH)
 DNAY / (GRS) DNAY 2/

RNAV (GPS) RWY 26

SE-2. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	3511
321°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 32

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)



If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
 Circling NA at night to Rwy 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 direct EWN VOR/DME and hold.

ASOS**135.375**

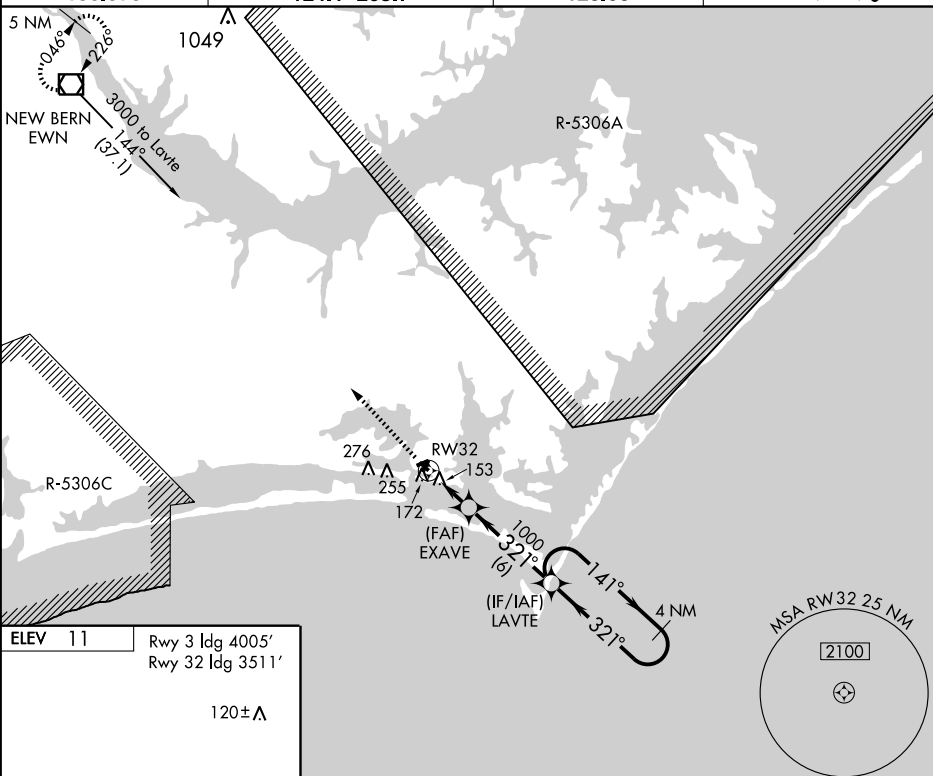
MARINE CHERRY POINT APP CON

124.1 268.7

CHERRY POINT CLNC DEL

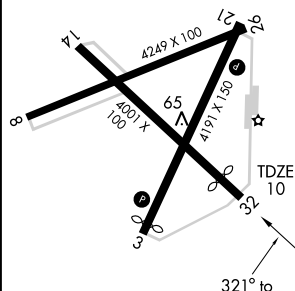
125.65

UNICOM

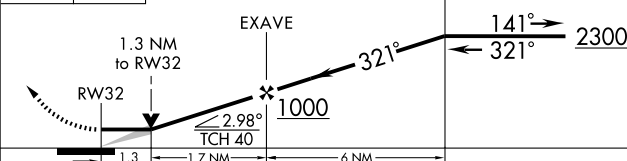
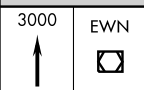
122.8 (CTAF) 0**ELEV 11**

Rwy 3 ldg 4005'
 Rwy 32 ldg 3511'

120±Δ



REIL Rwy 3 and 21
 MRL Rwy 3-21 and 8-26



CATEGORY	A	B	C	D
LNVA MDA	480-1 470 (500-1)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

BOGUE MCALF (NJM) MC 4 E UTC-5(-4DT) N34°41.43' W77°01.78'

CHARLOTTE

21 B TPA—See Remarks NOTAM FILE RDU Not insp.

L-35B

RWY 05-23: 3997X96 (PSP) S-57, D-150, 2S-175 HIRL CL

DIAP

RWY 05: MALSF. OLS. TDZL. RWY 23: MALSF. OLS. TDZL.

ARRESTING GEAR/SYSTEM

RWY 05 M21(B) (660')

M21(B) (652') RWY 23

MILITARY SERVICE: LGT Rwy 05 and 23 apch lgt NSTD. Apch lgt have 10 bars 100 ft apart, first 5 bars have strobe lgt in center. **A-GEAR** All non-emerg full stop lgt by tail hook acft are arrested and rqr Ldg Signal Officer (LSO).LSO avbl with 24 hr notice. **FUEL J5 FLUID SP TRAN ALERT** No hangar, acft svc or tran maintenance avbl.

Hot refueling rqr qualified crew member present to assist.

MILITARY REMARKS: Opr hrs published by 2nd Marine Air Wing. Ctc Air OPS req schedule/usage DSN 582-0674, C252-466-0674. See FLIP AP/1 Supplementary Arprt Remarks. **CAUTION** All rwy and twy sfc consist of AM-2 aluminum matting coated with non-skid all wx sfc, braking action good, runway condition reading 19-25. **TFC PAT** Left tfc Rwy 05, TPA-1000(979) 1½ NM abeam and outside White Oak Elementary School, Rwy 23 1000(979) 1½ NM abeam. **MISC** Vertical tkf of AV8 acft from Confined Area Landing (CAL) sites located 800' SE of apch end Rwy 23.**COMMUNICATIONS: SFA CTAF** 126.45**CHERRY POINT APP/DEP CON** 119.35 377.175 (W) 124.1 268.7 (E)**TOWER** 126.45 256.875 (opr hrs published by 2nd Marine Air Wing, ctc Air Ops request schedule/usage DSN 582-0674 C252-466-0674) **GND CON** 262.6 **CLNC DEL** 262.6 **GCA** 328.4**PMSV METRO** 344.6 (Radar wx advisory svc less than continuous, by special req.)**AIRSPACE: CLASS D** svc opr hrs published by 2nd Marine Air Wing, ctc Air Ops request schedule/usage DSN 582-0674 C252-466-0674 other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.**CHERRY POINT MCAS (L) TACAN** Chan 75 NKT (112.8) N34°54.13' W76°52.49' 220° 14.8 NM to fld. 28/9W.**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima. Radar svc avbl by PPR only, during scheduled fld hrs, ctc twr DSN 582-0697, C252-466-0697 for PPR.**BOONE TNB** N36°11.93' W81°39.09'/3038.

CHARLOTTE

AWOS-3 118.525 (828) 268-8921

L-25C

BROAD RIVER N35°16.37' W82°28.26' NOTAM FILE AVL.

ATLANTA

NDB (HW) 379 BRA 344° 10.4 NM to Asheville Rgnl.

L-25C

BRUNSWICK CO (See OAK ISLAND)**BURLINGTON-ALAMANCE RGNL** (BUY) 3 SW UTC-5(-4DT) N36°02.91' W79°28.49'

CINCINNATI

617 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE BUY

L-25E, 36F

RWY 06-24: H4999X99 (ASPH) S-30, D-36, 2D-57 HIRL 0.6% up SW

IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

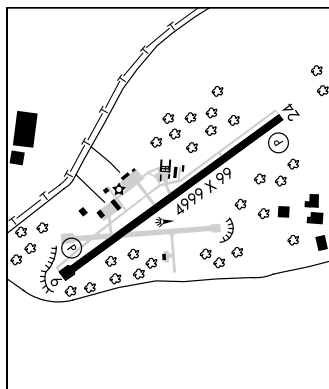
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z+. **CLOSED** Christmas day.After hrs fuel or emergency only 919-667-3293. PAEW SE Rwy 06-24 SR-SS Mon-Fri; crane located SE Rwy 24. Deer and water-fowl invof arprt. Rwy 06, 15' drop off 50' fm thld 220' left of centerline. PAPI Rwy 06 and Rwy 24 opr continuously. **ACTIVATE** REIL Rwy 06 and Rwy 24—CTAF. HIRL Rwy 06-24 on dusk-dawn, to change ints—CTAF.**WEATHER DATA SOURCES:** ASOS 135.325 (336)570-9813.**COMMUNICATIONS: CTAF/UNICOM** 122.975**RCO** 122.1R 116.2T (RALEIGH RADIO)**GREENSBORO APP/DEP CON** 118.5 **CLNC DEL** 120.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUY.**LIBERTY (L) VORTAC** 113.0 LIB Chan 77 N35°48.70'

W79°36.76' 028° 15.7 NM to fld. 830/03W. NOTAM FILE RDU.

HIMUN NDB(MHW/LOM) 361 HB N35°58.69' W79°35.08'

044° 6.8 NM to fld. NOTAM FILE BUY.

ILS 111.35 I-HBJ Rwy 06. LOM HIMUN NDB. Unmonitored.**CAMP** N34°16.31' W78°42.84' NOTAM FILE RDU.

CHARLOTTE

NDB (MHW) 227 CPC at Columbus Co Muni.

L-35A

Unmonitored Mon-Sat 2300-1300Z+ and Sun 2300-1400Z+.

APP CRS 240°	Rwy Idg TDZE Apt Elev	4999 609 616
------------------------	-----------------------------	---

GPS RWY 24

BURLINGTON-ALAMANCE RGNL (BUY)

NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPNOW WP and hold.

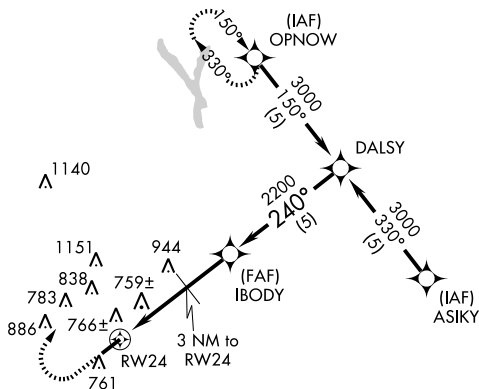
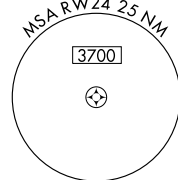
ASOS
135.325

GREENSBORO APP CON
118.5 327.075

CLNC DEL
120.25

UNICOM
122.975 (CTAF) 0

REIDE
3000
128°
(11.2)



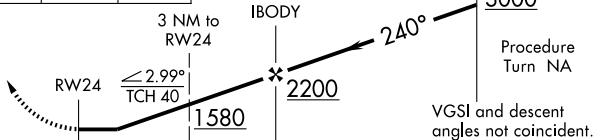
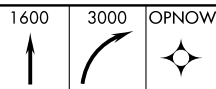
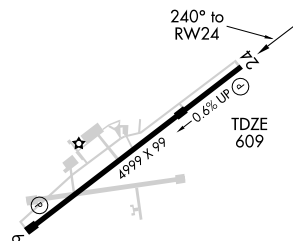
ELEV 616

A 1846

Procedure NA for arrivals at CHAPL
via V45-310 eastbound.

A 2049

3000 to ASI KY
320°
(15.2)
CHAPL



CATEGORY	A	B	C	D
S-24	1020-1	411 (500-1)	1020-1¼	411 (500-1¼)
CIRCLING	1100-1	484 (500-1)	1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 0
REIL Rws 6 and 24 0

BURLINGTON, NORTH CAROLINA

Amdt 1B 09127

36°03'N - 79°28'W

BURLINGTON-ALAMANCE RGNL (BUY)

GPS RWY 24

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

LOC I-HBJ 111.35	APP CRS 060°	Rwy Idg TDZE Apt Elev	4999 616 616
----------------------------	------------------------	-----------------------------	---

ILS or LOC/NDB RWY 6

BURLINGTON-ALAMANCE RGNL (BUY)

NA When local altimeter setting not received, use Greensboro altimeter setting and increase S-ILS 6 DA 96 feet and all MDA 100 feet and S-ILS 6 all Cts., S-LOC 6 Cat. C/D, and Circling Cat. D visibilities ½ mile.

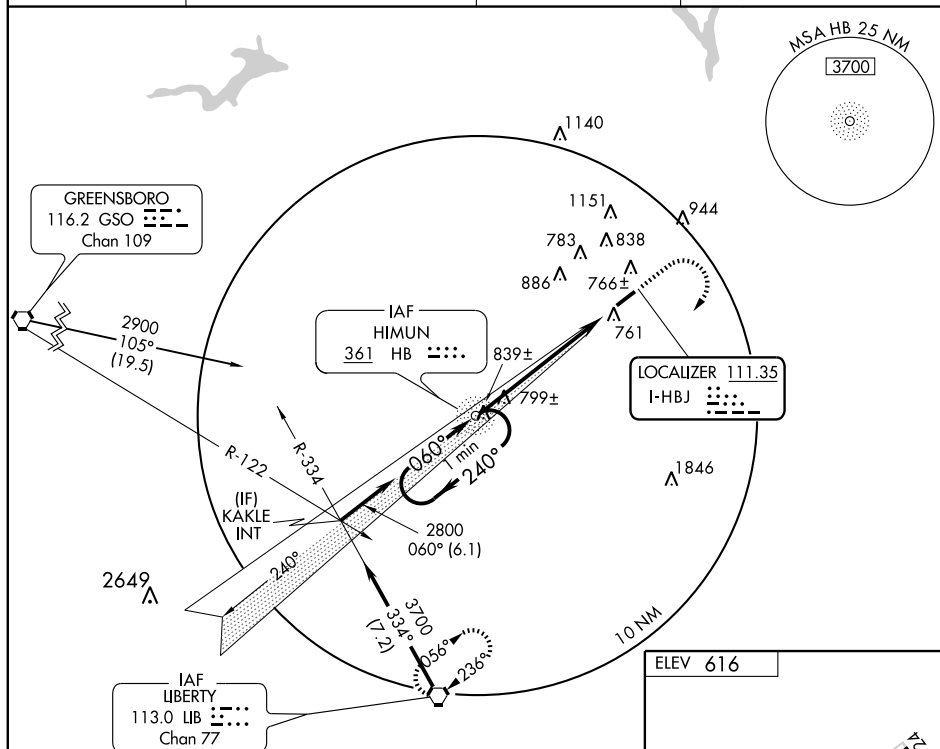
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS
135.325

GREENSBORO APP CON
118.5 327.075

CLNC DEL
120.25

UNICOM
122.975 (CTAF) 0



ELEV 616

One Minute
Holding Pattern

NDB

2741

1600

3000

LIB

113.0

2800

240°

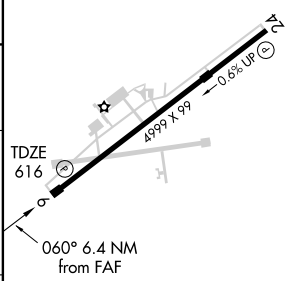
060°

2800

VGSI and ILS
glidepath not coincident.

GS 3.00°
TCH 50

6.4 NM



HIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

WAAS CH 42911 W06A	APP CRS 060°	Rwy Idg 4999 TDZE 616 Apt Elev 616
--	------------------------	---

RNAV (GPS) RWY 6
BURLINGTON-ALAMANCE RGNL (BUY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, Use Greensboro altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. D visibilities ¼ mile and LNAV Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Greensboro altimeter setting.

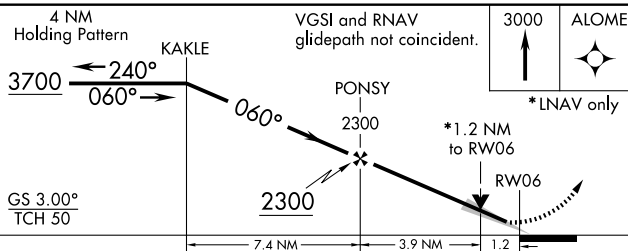
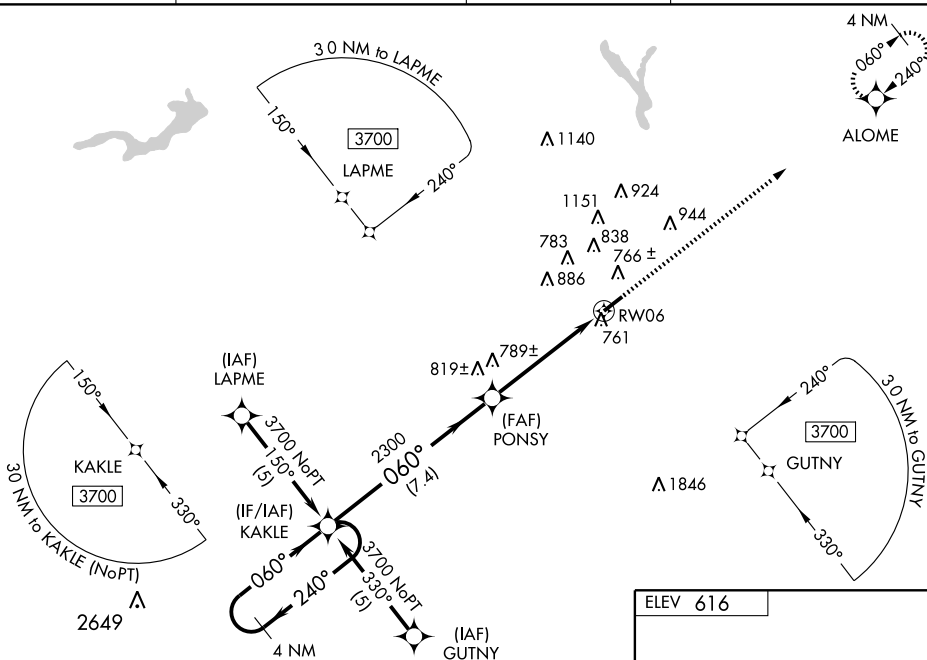
MISSED APPROACH: Climb to 3000 direct ALOME and hold.

ASOS
135.325

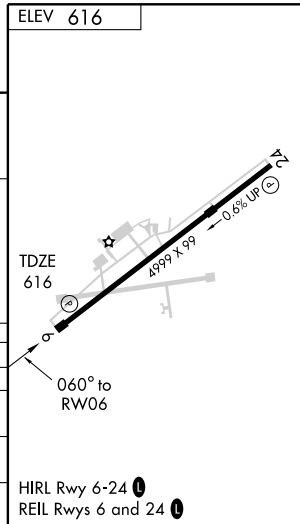
GREENSBORO APP CON
118.5 327.075

CLNC DE
120.25

UNICOM
122.975 (CTAF) 



CATEGORY	A	B	C	D
LPV DA	816- $\frac{3}{4}$		200 (200- $\frac{3}{4}$)	
LNAV/DA VNAV	1031-1 $\frac{1}{2}$		415 (500-1 $\frac{1}{2}$)	
LNAV MDA	1040-1 424 (500-1)		1040-1 $\frac{1}{4}$	424 (500-1 $\frac{1}{4}$)
CIRCLING	1100-1 484 (500-1)		1100-1 $\frac{1}{2}$ 484 (500-1 $\frac{1}{2}$)	1300-2 $\frac{1}{4}$ 684 (700-2 $\frac{1}{4}$)



VORTAC LIB 113.0 Chan 77	APP CRS 209°	Rwy Idg TDZE Apt Elev	N/A N/A 617
--	------------------------	-----------------------------	--

VOR/DME-A
BURLINGTON-ALAMANCE RGNL (BUY)



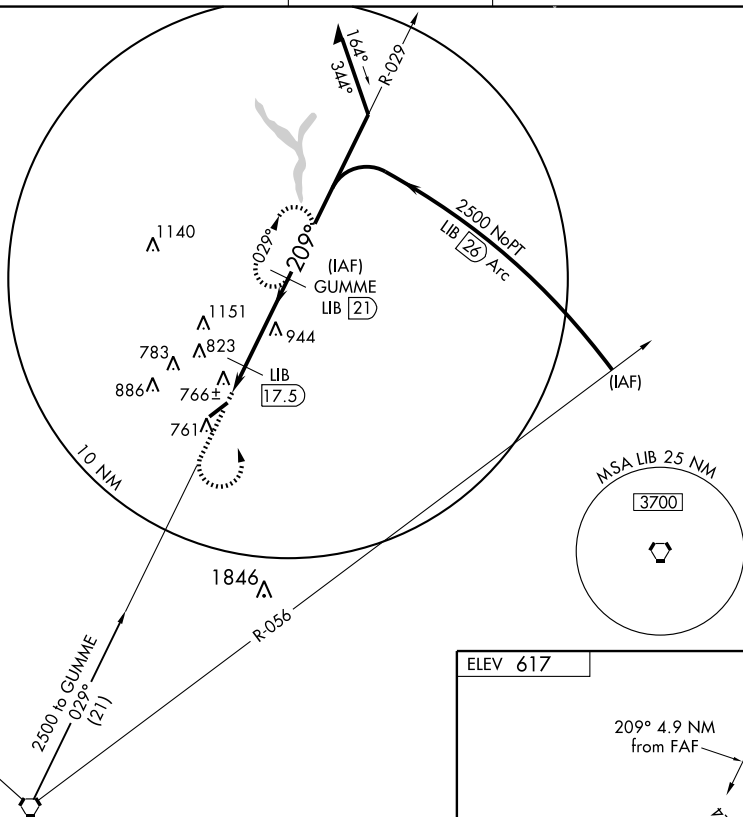
MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 via heading 350° and LIB R-029 to GUMME/21 DME and hold.

ASOS
135.325

GREENSBORO APP CON
118.5 327.075

CLNC DEL
120.25

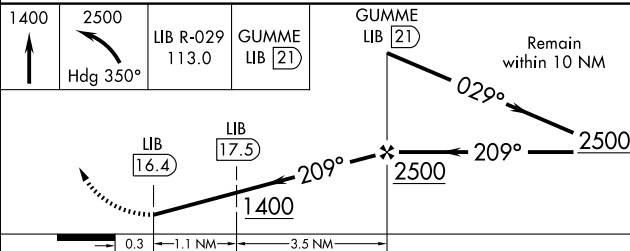
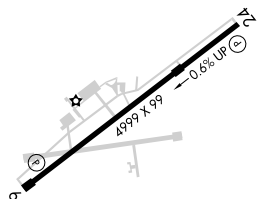
UNICOM
122.975 (CTAF) **L**



LIBERTY
113.0 LIB 5:55
Chan 77

ELEV 617

209° 4.9 NM
from FAF—



CATEGORY	A	B	C	D
CIRCLING	1120-1 503 (600-1)		1120-1½ 503 (600-1½)	1300-2¼ 683 (700-2¼)

HIRL Rwy 6-24 **L**
RFL Rwy 6 and 24 **L**

MACKALL AAF (HFF) A 1 E UTC-5(-4DT) N35°02.20' W79°29.84'

CHARLOTTE

376 B NOTAM FILE RDU Not insp.

L-35A, 36F

RWY 04-22: H4997X150 (ASPH) PCN 32 F/B/W/T

DIAP

RWY 16-34: H4916X150 (CONC)

RWY 11-29: H4740X150 (CONC) PCN 10 R/D/W/T HIRL

RWY 11: REIL. Thld dspcd 501'. **RWY 29:** REIL.

MILITARY SERVICE: LGT Rwy lgts intermittent between SR/SS due to local night vision training, non-participating acft ctc twr to incr ints. **FUEL J8**

MILITARY REMARKS: Opr Mon-Sat 1310-0500Z†. Except Federal holidays. When twr and/or surface visibility is blo 4 SM the lesser will be reported as prevailing. Airfield subject to closing on short notice. See FLIP AP/1 flight hazard Sandhills VORTAC. **RSTD** PPR phone C(919) 396-6230/V236-6230 during opr hrs, other times V236-7804. First 1000' Rwy 11 usable for rotary wing opr only, remainder of rwy CLOSED. First 3500' Rwy 29 CLOSED. Twy D ltd to ACN 32 R/B/X/T. Helicopter with heavy-duty skid shoes will not touch down on Rwy 04-22 or set down on parking aprons, except concrete refuel pads. Rwy 16-34 CLOSED until further notice.

CAUTION Extensive military acft in vicinity of airfield, day and night. 120' communication antenna located WSW corner of fire station. Advisory: Rng Ctl 121.0, 304.6. **MISC** Contact twr chief DSN 236-7308/9775 during opr hours, other times DSN 236-7804. No engine will be shutdown on Rwy 04-22 or Twy H. Weather observation avbl. Weather forecast avbl from Simmons AAF via direct line.

COMMUNICATIONS: ATIS 141.4

FAYETTEVILLE APP/DEP CON 127.8 343.725

TOWER 121.0 254.4 (Mon-Sat 1310-0500Z†), except Federal holidays **GND CON** 128.35 251.05 41.75

PMSV METRO 141.25 265.6 (Mon 0500Z†-Sat 0400Z†)

BASE OPS 395.225 **RANGE RDO** 139.35 249.9 38.9

AIRSPACE: CLASS D svc Mon-Sat 1310-0500Z†, except Federal holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 160° 11.6 NM to field. 590/03W.

NDB (MHW) 278 HFF N35°01.68' W79°29.14' at fld. Unmonitored 0500-1300Z†. No NOTAM MP 1st Tue 0400-1200Z†.

MACON CO (See FRANKLIN)

MAIDEN

LANEYS (N92) 3 SE UTC-5(-4DT) N35°34.46' W81°07.04'

CHARLOTTE

1025 NOTAM FILE RDU

RWY 13-31: 2400X75 (TURF)

RWY 05-23: 2000X100 (TURF)

RWY 05: P-line. **RWY 23:** P-line.

AIRPORT REMARKS: Attended 1300-dusk. Ultralight acft opr on and invof arpt. Rwy 05, Rwy 23 and Rwy 31 has unmarked p-lines across rwy thlds. Rwy 05 and Rwy 13 for preferred landing (uphill). Rwy 13 has no line of site from rwy end.

COMMUNICATIONS: CTAF/UNICOM 122.8

MANTEO N35°54.92' W75°41.70' NOTAM FILE MQI.

CHARLOTTE


NDB (MHW) 370 MQI at Dare Co. Rgnl. Unmonitored 2300-1300Z†.

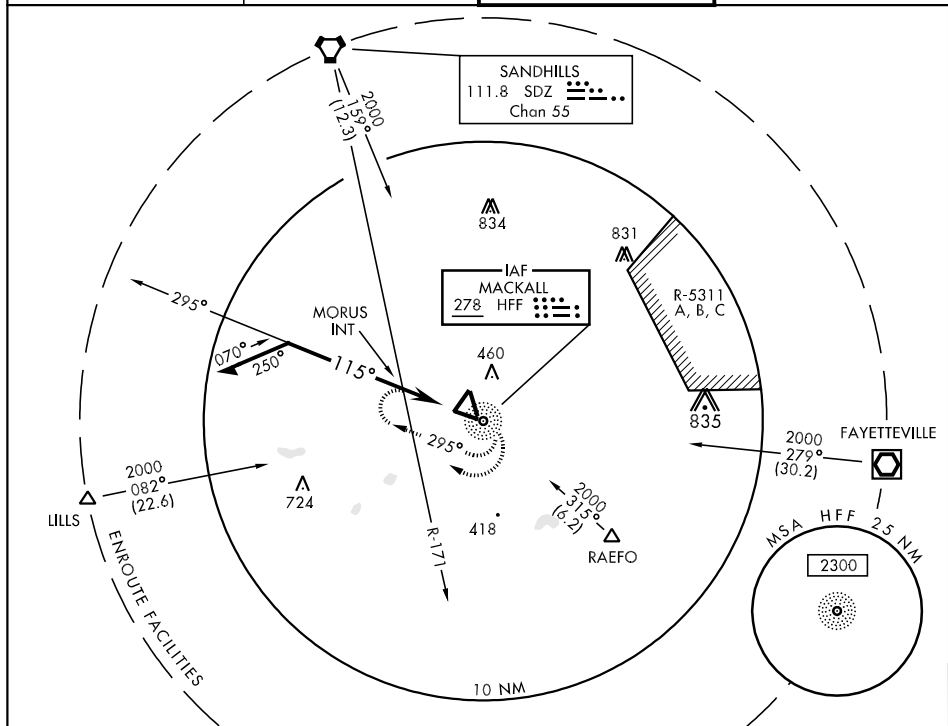
L-35D

NDB HFF <u>278</u>	APCH CRS 115°	Rwy Idg 4239 TDZE 375 Arpt Elev 376
------------------------------	-------------------------	--

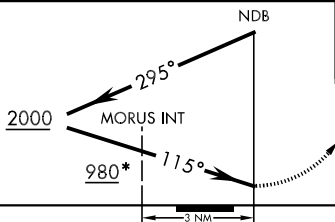
AL-6315 [USA]

MACKALL AAF (HFF)

 NA	Procedure not authorized at night when tower closed. When local altimeter setting not available, use SIMMONS AAF altimeter setting and increase all MDA's 120 feet.		MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.	
	ATIS 141.4	FAYETTEVILLE APP CON 127.8 343.725	MACKALL TOWER ★ 121.0 254.4	GND CON 41.75 251.05



* 1100 when using
Simmons AAF
altimeter setting

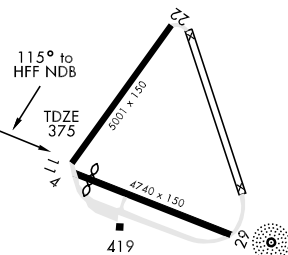


2000

HF

ELEV 376

Rwy 11 Idg 4239'



CATEGORY	A	B	C	D
S-11	980-1	605 (700-1)	980-1 $\frac{1}{4}$ 605 (700-1 $\frac{1}{4}$)	980-2 605 (700-2)
CIRCLING	980-1	604 (700-1)	980-1 $\frac{1}{4}$ 604 (700-1 $\frac{1}{4}$)	980-2 604 (700-2)
NDB/VOR MINIMUMS				
S-11	860-1	485 (500-1)	860-1 $\frac{1}{4}$ 485 (500-1 $\frac{1}{4}$)	860-1 $\frac{1}{2}$ 485 (500-1 $\frac{1}{2}$)
CIRCLING	860-1	484 (500-1)	860-1 $\frac{1}{2}$ 484 (500-1 $\frac{1}{2}$)	940-2 564 (600-2)

CANDLER**MEYERS HELIPORT** (N39) 4 S UTC-5(-4DT) N35°30.37' W082°44.05'

ATLANTA

2350 NOTAM FILE RDU

HELIPAD H1: 80X40 (CONC)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CAROLINA BEACH N34°06.38' W77°57.68' NOTAM FILE RDU.

CHARLOTTE

NDB (HW) 216 CLB 022° 10 NM to Wilmington Intl.

H-9C, L-23A, 35A

Unmonitored when Wilmington twr closed.

CASWELL (See YANCEYVILLE)**CAUSEY** (See LIBERTY)**CHAPEL HILL****HORACE WILLIAMS** (IGX) 1 N UTC-5(-4DT) N35°56.10' W79°03.96'

CHARLOTTE

512 B FUEL 100LL, JET A NOTAM FILE IGX

L-36F

RWY 09-27: H4005X75 (ASPH) S-12.5 MRL 0.6% up W

IAP

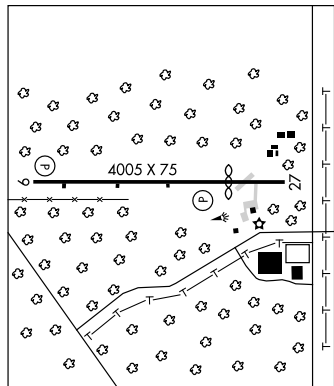
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 21'. Trees.

RWY 27: REIL. PAPI (P4L)—GA 4.0° TCH 23'. Trees. Thld displcd 730'. Rgt tfc.

AIRPORT REMARKS: Attended 1300-0200Z±. Arpt unattended Christmas and New Years day. Arpt CLOSED to pure Jet powered aircraft, except for university users transporting persons on official university business. Arpt CLOSED to acft 12,500 lbs or greater, gliders, balloons, miniature acft, ultralights and parachute jumping activity. Deer on and in vicinity of arpt. No recreational or training flights from 0200-1100Z±; Clsd to transient acft ops 0200-1100Z± except acft on university or hospital business, all other transient acft opr 0200-1100Z± must have 24 hr PPR call arpt manager 919-962-1337. Parallel turf taxiway unusable. Rwy 09 has a 60' dropoff 200' from thld left and right of centerline in rwy safety area. Be alert for rough turf areas marked with tires painted white. No practice apchs/lrgs without prior permission call 919-962-1337. Rwy 09-27 displcd thld unlgtd; 3495 ft useable at ngt. Rwy 27 has 200 ft overrun. ACTIVATE MRL Rwy 09-27 and REIL Rwy 09 and Rwy 27—CTAF.

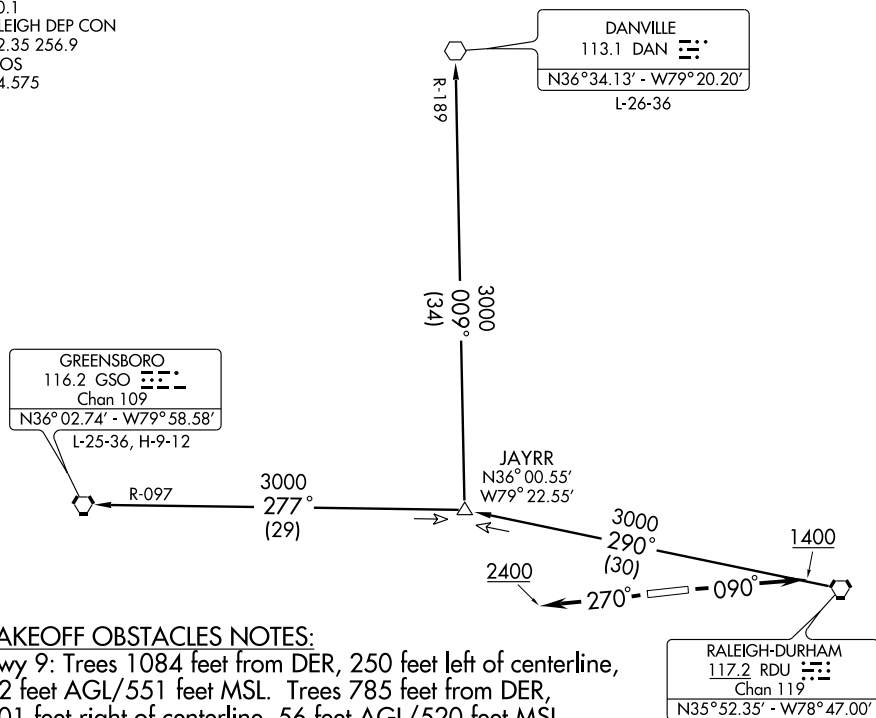
WEATHER DATA SOURCES: ASOS 134.575 (919) 942-2538.**COMMUNICATIONS:** CTAF/UNICOM 123.0**®** RALEIGH APP/DEP CON 132.35 CLNC DEL 126.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan 119 N35°52.35' W78°47.00' 289° 14.3 NM to fld.
429/04W.



BLUE DEVIL FOUR DEPARTURE

RALEIGH CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9
ASOS
134.575



TAKEOFF OBSTACLES NOTES:

Rwy 9: Trees 1084 feet from DER, 250 feet left of centerline, 82 feet AGL/551 feet MSL. Trees 785 feet from DER, 401 feet right of centerline, 56 feet AGL/520 feet MSL.

Rwy 27: Trees 200 feet from DER, 240 feet left of centerline, 43 feet AGL/542 feet MSL.

NOTE: Turbojets not authorized.

NOTE: Radar Required.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 9, 27, STANDARD

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 090° to 1400, thence....

TAKE-OFF RWY 27: Climb heading 270° to 2400, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

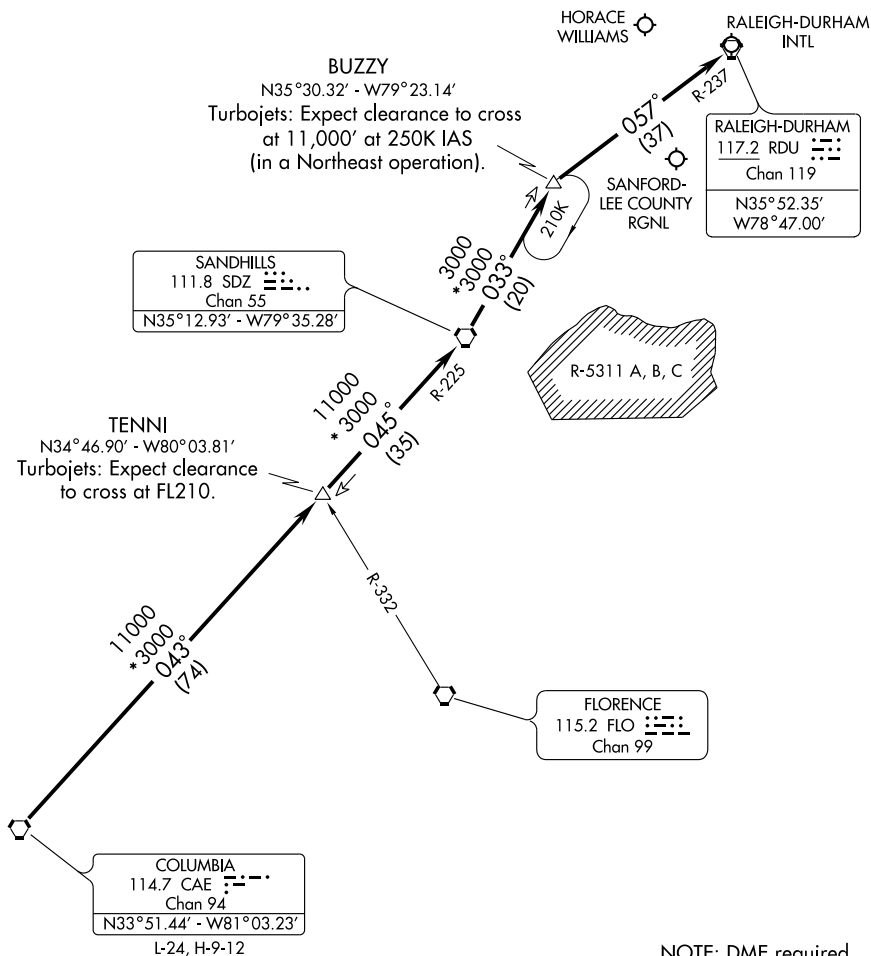
GREENSBORO TRANSITION (BLUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
128.3 307.9
RALEIGH-DURHAM ATIS
123.8

PERSON COUNTY

HENDERSON-
OXFORD

From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

APP CRS **090°**
Rwy Idg **4005**
TDZE **512**
Apt Elev **512**

RNAV (GPS) RWY 9

CHAPEL HILL/ HORACE WILLIAMS (IGX)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

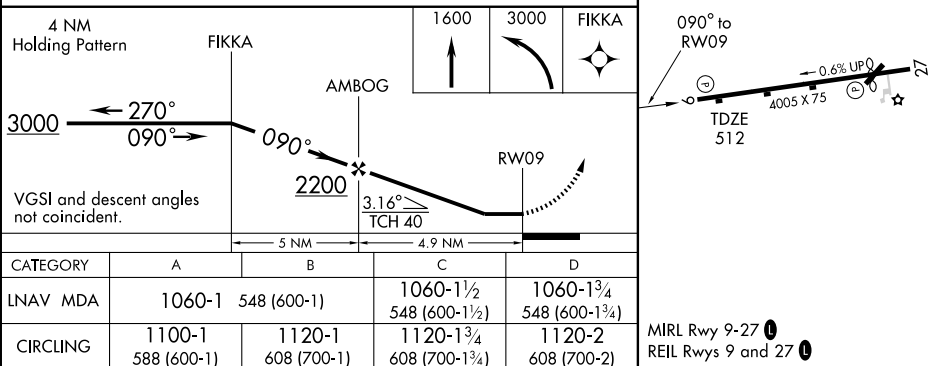
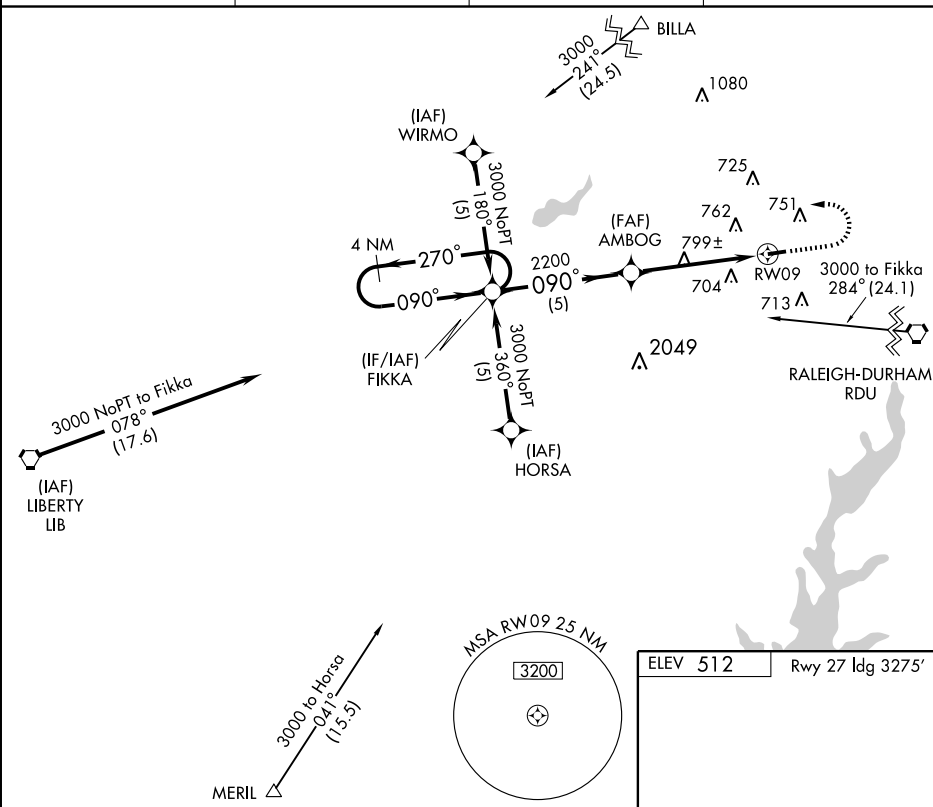
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct FIKKA WP and hold.

ASOS
134.575

RALEIGH APP CON
132.35 256.9

CLNC DEL
126.5

UNICOM
123.0 (CTAF)



RNAV (GPS) RWY 9

APP CRS 270°	Rwy ldg 3275
	TDZE 510
	Apt Elev 512

RNAV (GPS) RWY 27

CHAPEL HILL/HORACE WILLIAMS (IGX)

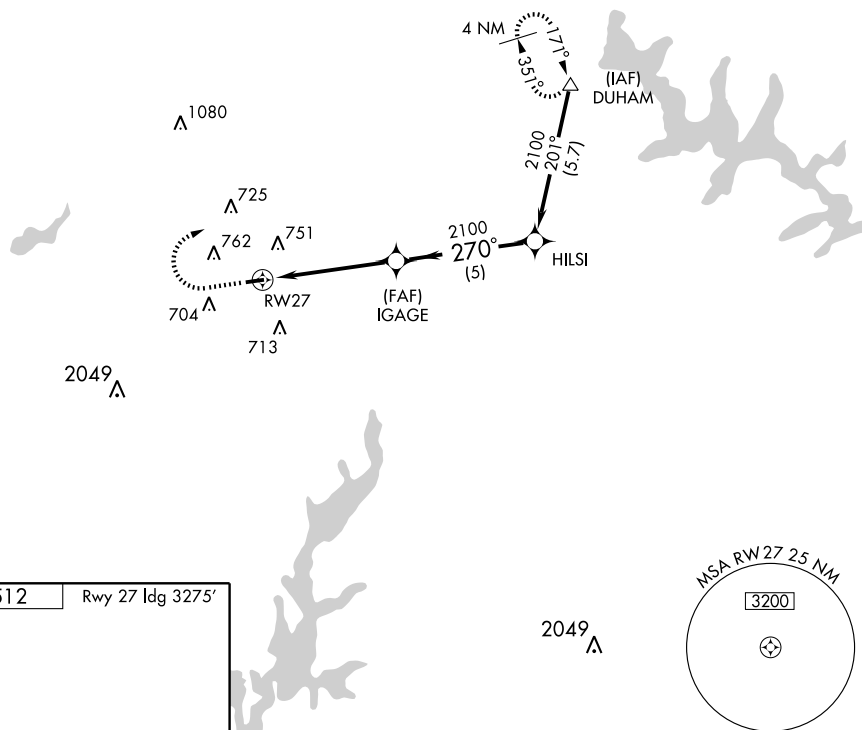
▼ ▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1300 then climbing right turn to 2100 direct DUHAM WP and hold.
-------------------------	---	---

ASOS
134.575

RALEIGH APP CON
132.35 256.9

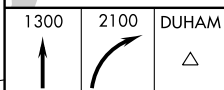
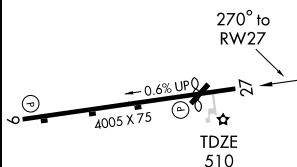
CLNC DEL
126.5

UNICOM
123.0 (CTAF) 0

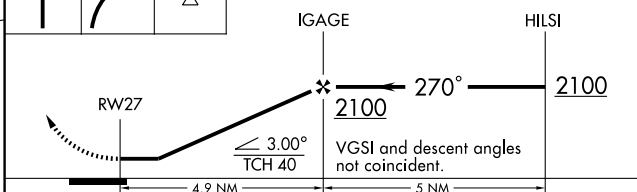


ELEV 512

Rwy 27 ldg 3275'



Procedure Turn NA



CATEGORY	A	B	C	D
LNVA MDA	920-1 410 (500-1)	920-1 410 (500-1)	920-1 410 (500-1)	920-1 410 (500-1)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1 608 (700-1)	1120-2 608 (700-2)

MIRL Rwy 9-27
REIL Rwy 9 and 27

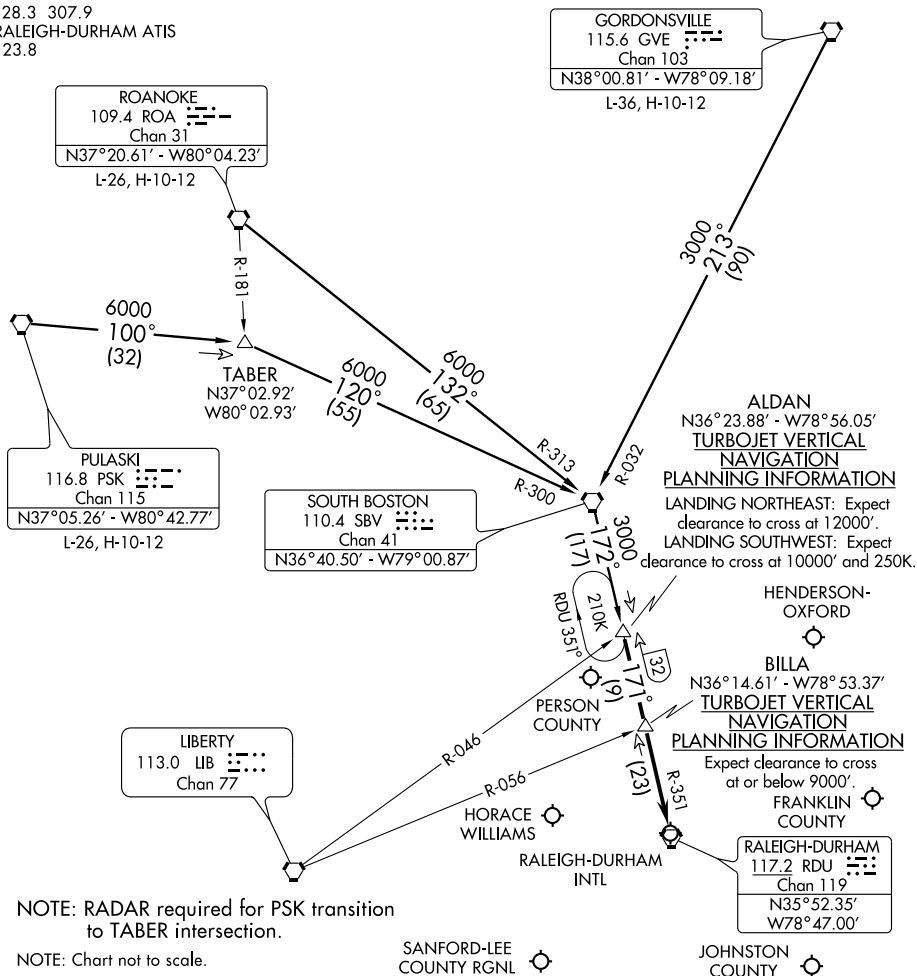
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.
For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

VORTAC RDU 117.2 Chan 119	APP CRS 290°	Rwy Idg TDZE Apt Elev	3275 510 512
---	------------------------	-----------------------------	---

VOR/DME RWY 27

CHAPEL HILL/HORACE WILLIAMS (IGX)



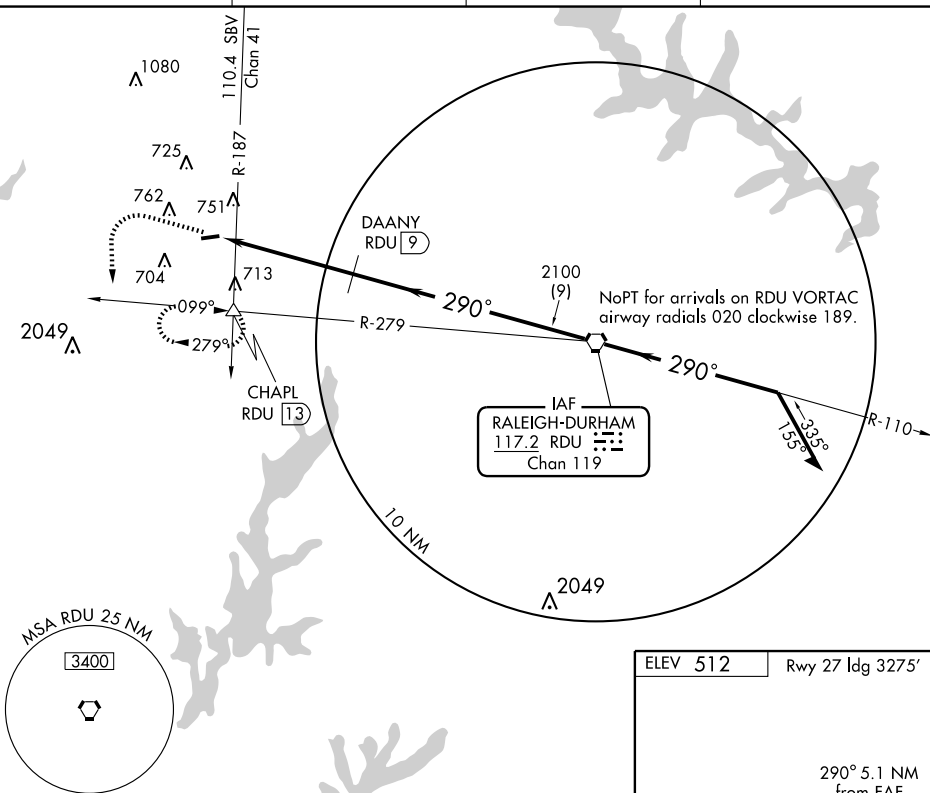
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 180° and RDU R-279 to CHAPL Int/13 DME and hold.

ASOS
134.575

RALEIGH APP CON
132.35 256.9

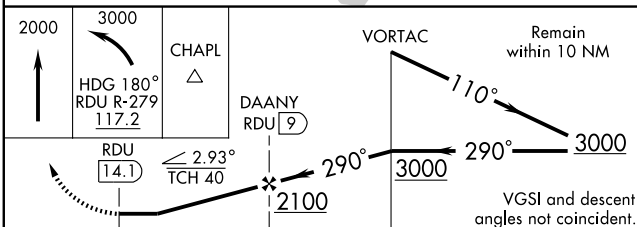
CLNC DEL
126.5

UNICOM
123.0 (CTAF)

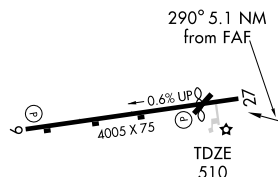


SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



ELEV **512** Rwy 27 Idg **3275'**



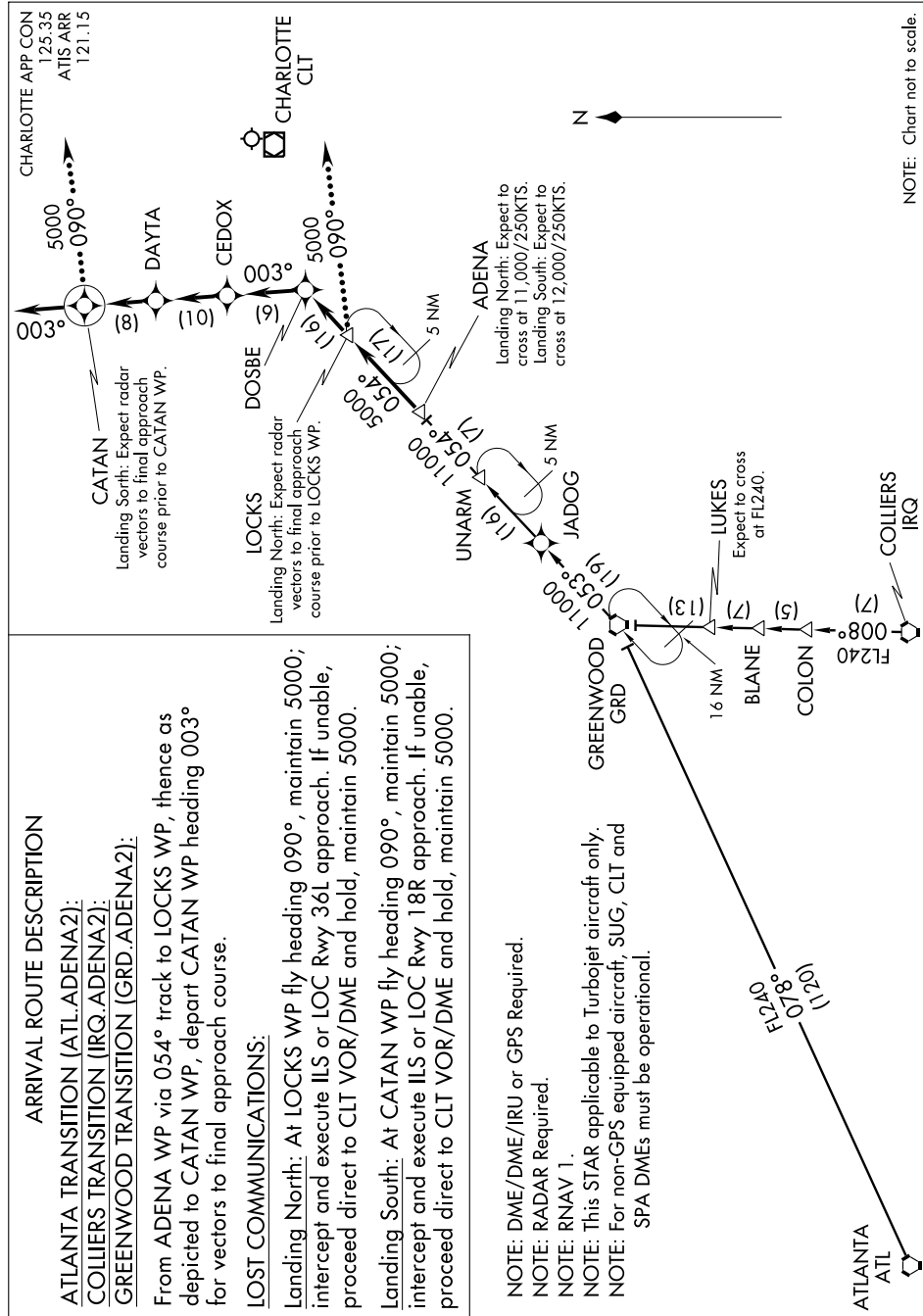
CATEGORY	A	B	C	D
S-27	1060-1	550 (600-1)	1060-1½ 550 (600-1½)	1060-1¾ 550 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27
REIL Rwy 9 and 27

Knots	60	90	120	150	180
Min:Sec					

ADENA TWO ARRIVAL (RNAV)

SE-2, 26 AUG 2010 to 23 SEP 2010



ADENA TWO ARRIVAL (RNAV)

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS ARR 121.15

DEP 132.1

CHARLOTTE TOWER

118.1 257.8 (Rwys 18L-36R, 5-23)

126.4 257.8 (Rwy 18C-36C)

133.35 257.8 (Rwy 18R-36L)

GND CON

121.8 348.6 (180°-359°)

121.9 348.6 (360°-179°)

CLNC DEL

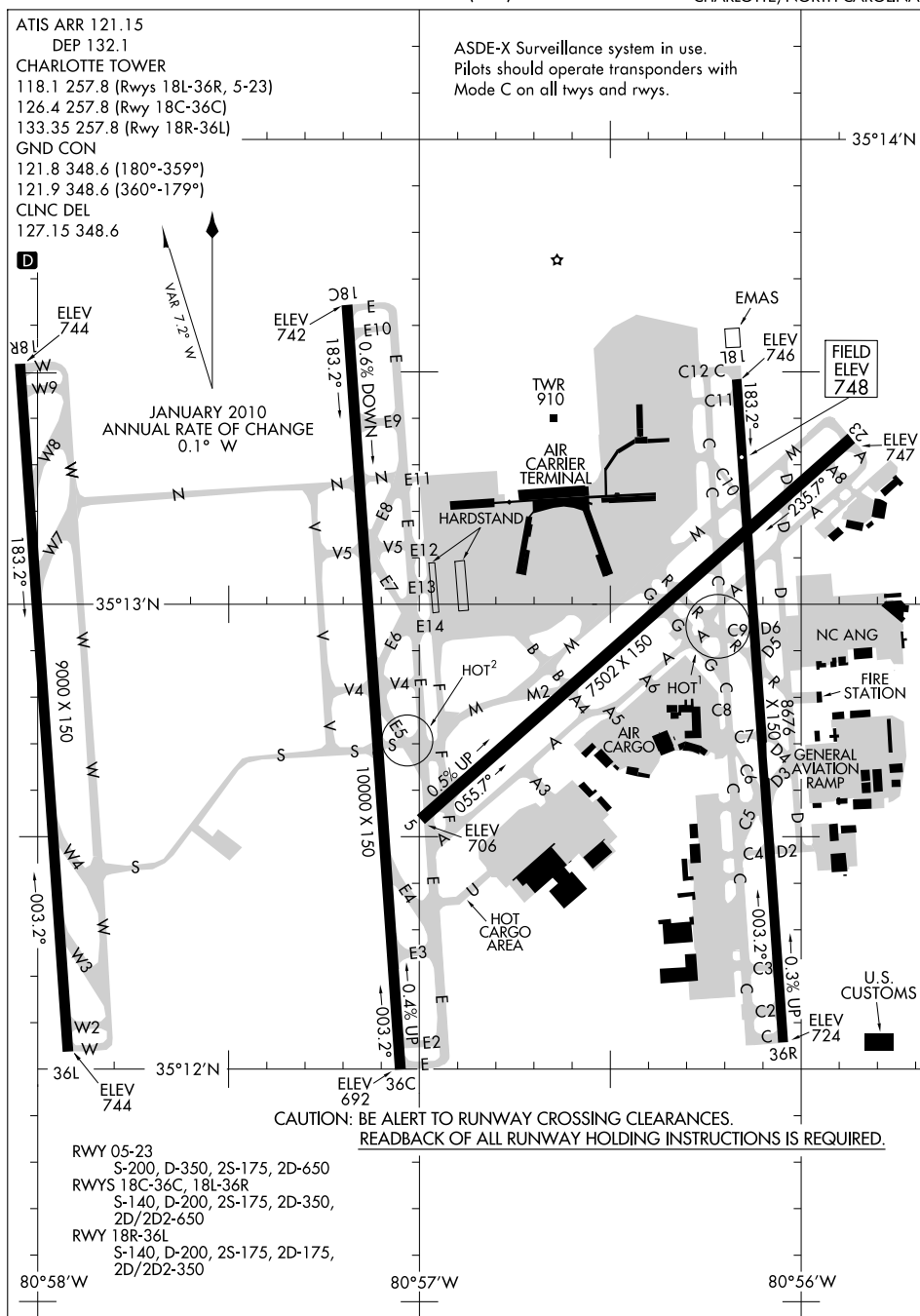
127.15 348.6

ASDE-X Surveillance system in use.

Pilots should operate transponders with
Mode C on all twys and rwys.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05-23
S-200, D-350, 2S-175, 2D-650
RWYS 18C-36C, 18L-36R
S-140, D-200, 2S-175, 2D-350,
2D/2D2-650
RWY 18R-36L
S-140, D-200, 2S-175, 2D-175,
2D/2D2-350

AIRPORT DIAGRAM

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE

CHARLOTTE/DOUGLAS INTL (CLT) 4 W UTC-5(-4DT) N35°12.82' W80°56.94'

CHARLOTTE

748 B S4 FUEL 100LL, JET A OX 1 LRA Class I, ARFF Index D
NOTAM FILE CLTH-9B, 12G, L-25D, 36E
IAP, ADRWY 18C-36C: H10000X150 (CONC-WC) S-140, D-200, 2S-175,
2D-350, 2D/2D2-650 HIRL CL

RWY 18C: MALSR. PAPI(P4R)—GA 3.0° TCH 69'. Road. 0.6% down.

RWY 36C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72'. 0.4% up.

RWY 18R-36L: H9000X150 (CONC-GRVD) S-140, D-200, 2S-175,
2D-175, 2D/2D2-350 HIRL

RWY 18R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 46'.

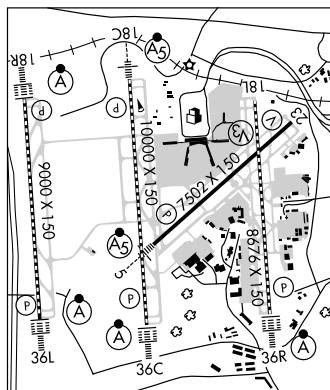
RWY 36L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 18L-36R: H8676X150 (ASPH-CONC-GRVD) S-140, D-200,
2S-175, 2D-350, 2D/2D2-650 HIRL CLRWY 18L: REIL. VASI(V6R)—Upper GA 3.25° TCH 90.9'. Lower GA
2.75° TCH 52.4'. Railroad.

RWY 36R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 71'. 0.3% up.

RWY 05-23: H7502X150 (ASPH-CONC-GRVD) S-200, D-350,
2S-175, 2D-650 HIRL 0.5% up NE

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 89'. Trees.

RWY 23: REIL. VASI(V4R)—Upper GA 3.25° TCH 93.7'. Lower GA
3.0° TCH 55.8'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA-7502	TODA-7502	ASDA-7092	LDA-7092
RWY 18L:	TORA-8676	TODA-8676	ASDA-8676	LDA-8676
RWY 18C:	TORA-10000	TODA-10000	ASDA-10000	LDA-10000
RWY 18R:	TORA-9000	TODA-9000	ASDA-9000	LDA-9000
RWY 23:	TORA-7502	TODA-7502	ASDA-7502	LDA-7502
RWY 36L:	TORA-9000	TODA-9000	ASDA-9000	LDA-9000
RWY 36C:	TORA-10000	TODA-10000	ASDA-10000	LDA-10000
RWY 36R:	TORA-8676	TODA-8676	ASDA-8676	LDA-8676

ARRESTING GEAR/SYSTEM

RWY 36R: EMAS

AIRPORT REMARKS: Attended continuously. Be alert for flocks of migratory birds on and in/ovf arpt. Noise abatement procedure in effect 0400-1200Z; land Rwy 05 takeoff Rwy 23. Twy E13 closed indef. Rwy 18L touchdown, midfield and rollout runway visual range avbl. Rwy 36R touchdown, midfield and rollout runway visual range avbl. Rwy 18C touchdown, midfield, rollout runway visual range avbl. Rwy 36C touchdown, midfield and rollout runway visual range avbl. Rwy 18R-36L touchdown avbl. ASDE-X surveillance system in use: Pilots should opt transponders with mode C on all twys and rwys. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Noise Abatement Procedures and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (704)359-0235. HIWAS 115.0 CLT. LLWAS. TDWR.**COMMUNICATIONS:** D-ATIS ARR 121.15 D-ATIS DEP 132.1 UNICOM 122.95

CHARLOTTE RCO 122.4 (RALEIGH RADIO)

Ⓡ CHARLOTTE APP/DEP COM 134.75 (246°-360° 8000' and blo) 128.32 (001°-119° 8000' and blo) 120.05 (120°-245° 8000' and blo) 124.0 (075°-245° abv 8000') 120.5 (246°-074° abv 8000')

CHARLOTTE TOWER 118.1 (Rwys 18L-36R and 05-23) 126.4 (Rwy 18C-36C) 133.35 (Rwys 18R and 36L)

GND CON 121.9 (360°-179°) 121.8 (180°-359°) CLNC DEL 127.15

AIRSPACE: CLASS B See VFR Terminal Area Chart.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLT.(L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 022° 1.5 NM to fld. 732/05W. HIWAS.
DME unusable:

015°-050° byd 25 NM blo 3000'.

050°-100° byd 25 NM blo 2500'.

270°-350° byd 20 NM blo 5000'.

FT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 004° 13.5 NM to fld. 645/02W.

NOTAM FILE AND. SHUTDOWN.

TRYON NDB (LOM) 242 CL N35°09.49' W81°01.24' 056° 5.1 NM to fld.

ILS 110.95 I-CLT Rwy 05. Class IE. LOM TRYON NDB.

ILS 111.3 I-PEP Rwy 18C. Class IA.

ILS 110.35 I-VKQ Rwy 18L. LOC unusable byd 25° left and right of course.

ILS/DME 109.5 I-APU Chan 32 Rwy 23. GS unusable blo 1100' MSL.

ILS 111.7 I-DQG Rwy 36C. Class IIID. LOC unusable throughout zone 5 due to structure at .56 NM.

ILS/DME 108.9 I-BQC Chan 26 Rwy 36R. Class IIIE.

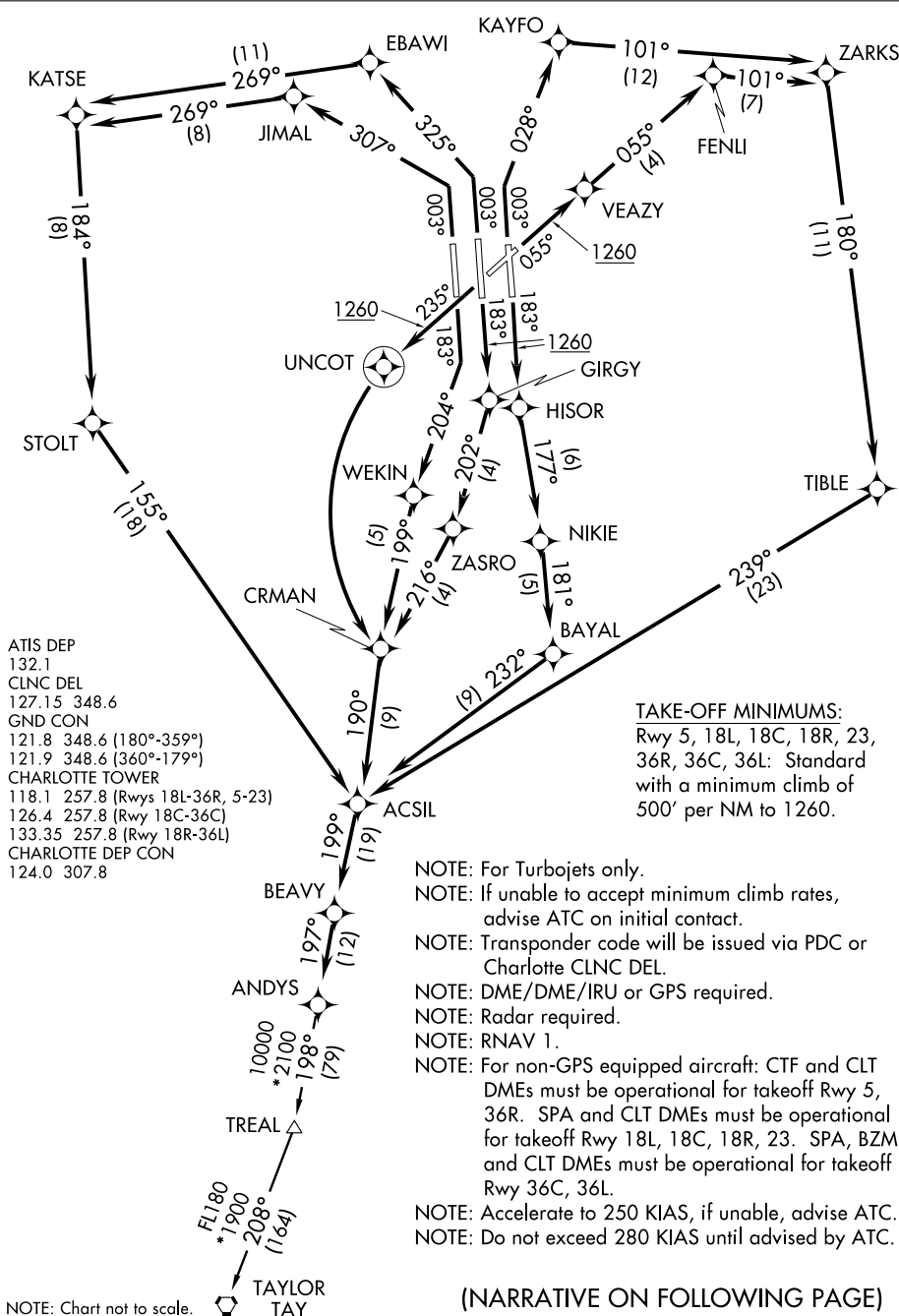
ILS/DME 110.15 I-RGS Chan 38(Y) Rwy 18R. Class IIIB.

ILS/DME 110.15 I-XUU Chan 38(Y) Rwy 36L.

ANDYS SIX DEPARTURE (RNAV)

SE-2, 26 AUG 2010 to 23 SEP 2010

ATIS DEP
 132.1
 CLNC DEL
 127.15 348.6
 GND CON
 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CHARLOTTE TOWER
 118.1 257.8 (Rwys 18L-36R, 5-23)
 126.4 257.8 (Rwy 18C-36C)
 133.35 257.8 (Rwy 18R-36L)
 CHARLOTTE DEP CON
 124.0 307.8



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ANDYS SIX DEPARTURE (RNAV)

(ANDYS6.ANDYS) 10042

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to ACSIL, thence

TAKEOFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to ACSIL, thence

TAKEOFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to ACSIL, thence

TAKEOFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to ACSIL, thence

TAKEOFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct CRMAN, then via depicted route to ACSIL, thence

TAKEOFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to ACSIL, thence

TAKEOFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to ACSIL, thence

TAKEOFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to ACSIL, thence

. . . . via depicted route to ANDYS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAYLOR TRANSITION (ANDYS6.TAY):TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055°, Thence....

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence....

TAKEOFF RUNWAY 18L: Climb heading 183°, Thence....

TAKEOFF RUNWAY 23: Climb heading 235°, Thence....

TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence....

TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, Thence....

TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.

ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

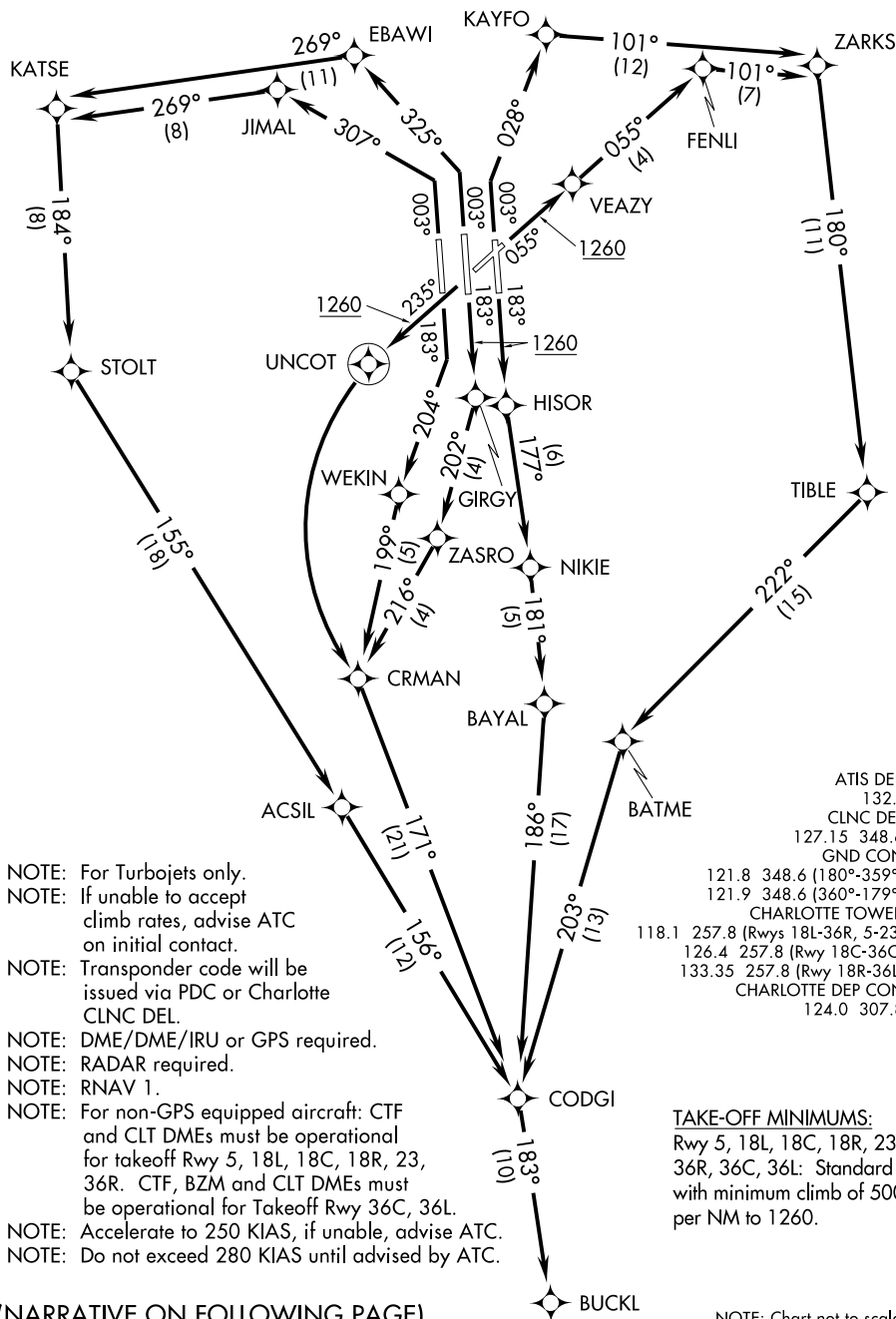
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

BUCKL SIX DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BUCKL SIX DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to CODGI, thence

TAKEOFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to CODGI, thence

TAKEOFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to CODGI, thence

TAKEOFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to CODGI, thence

TAKEOFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct CRMAN, then via depicted route to CODGI, thence

TAKEOFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to CODGI, thence

TAKEOFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to CODGI, thence

TAKEOFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to CODGI, thence

. . . . via depicted route to BUCKL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

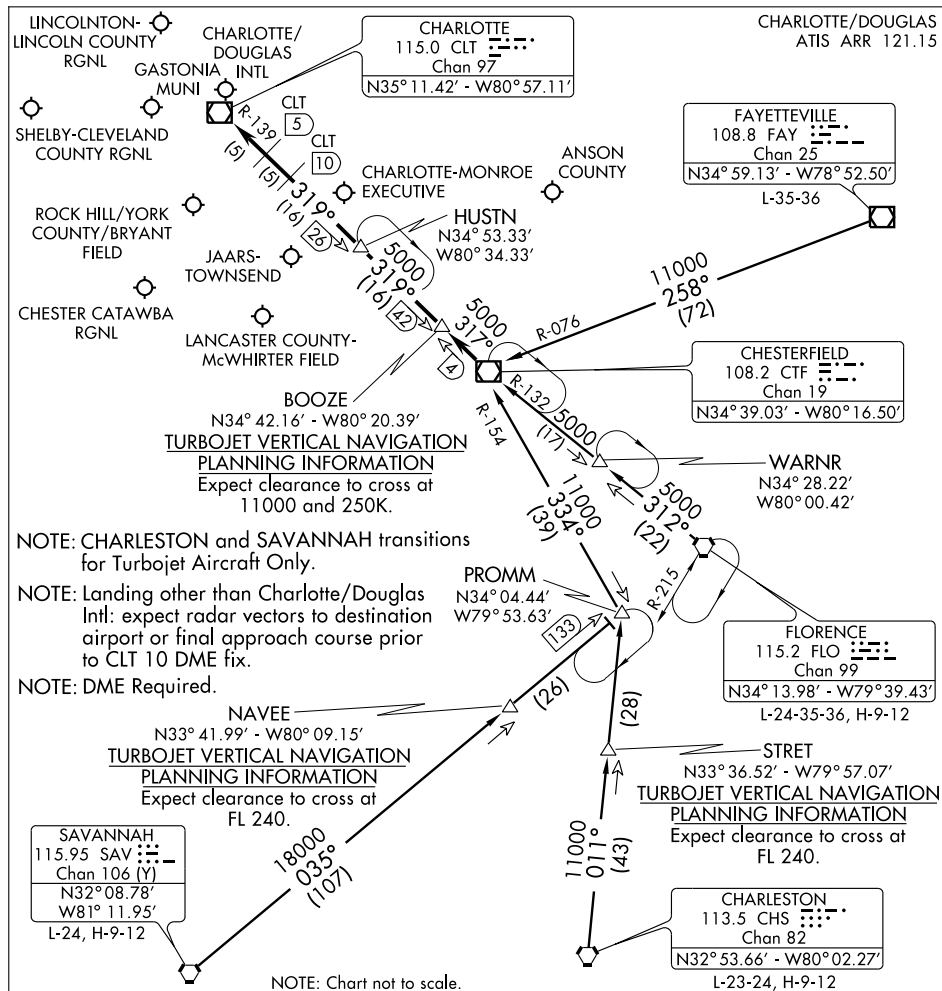
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

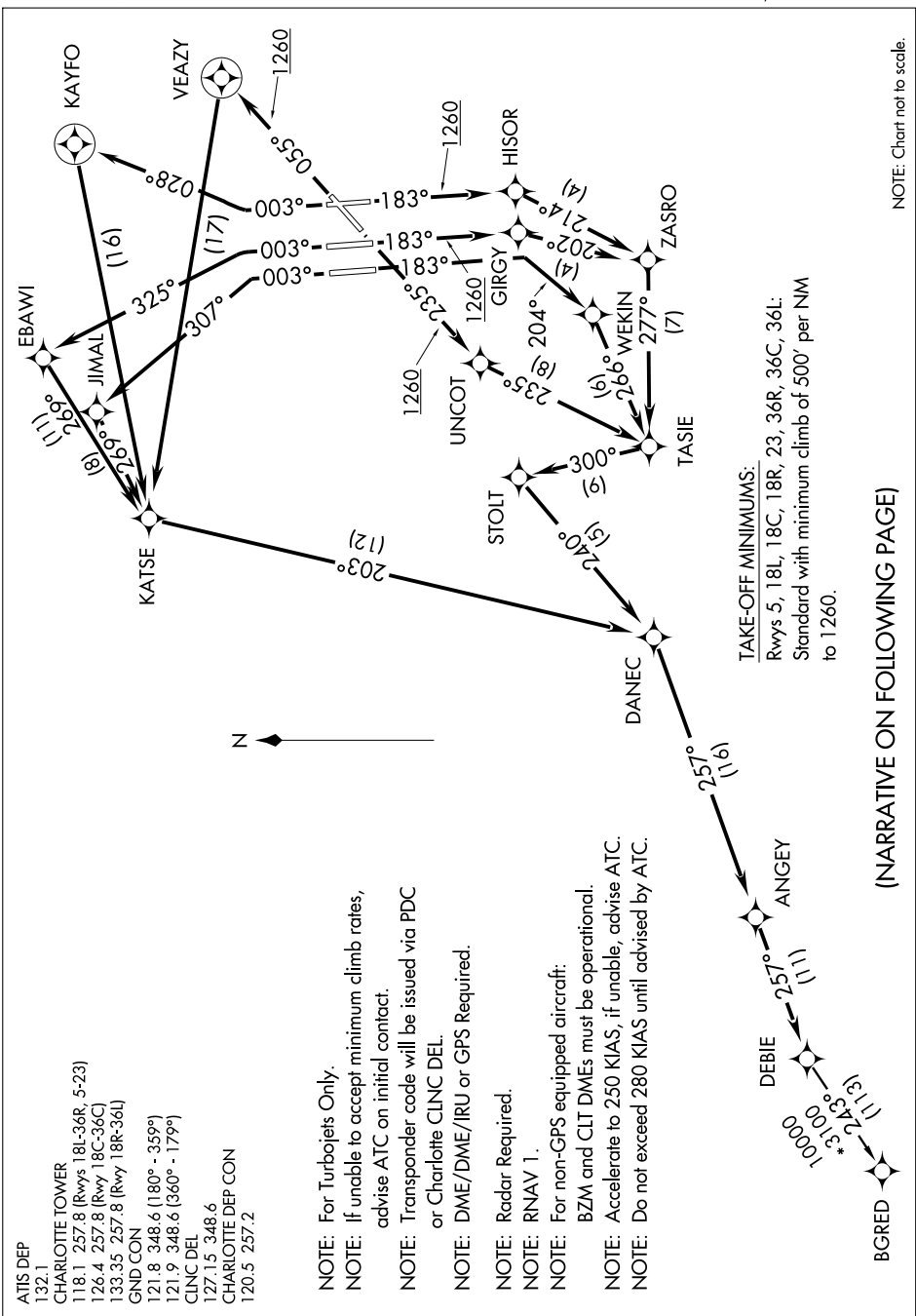
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then left turn direct KATSE, then via depicted route to DANEC, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to DANEC, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to DANEC, thence....

TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to DANEC, thence....

TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then via depicted route to DANEC, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then left turn direct KATSE, then via depicted route to DANEC, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to DANEC, thence....

TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to DANEC, thence....

....via depicted route to DEBIE. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

BGRED TRANSITION (DEBIE5.BGRED):

TAKE-OFF OBSTACLES:

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

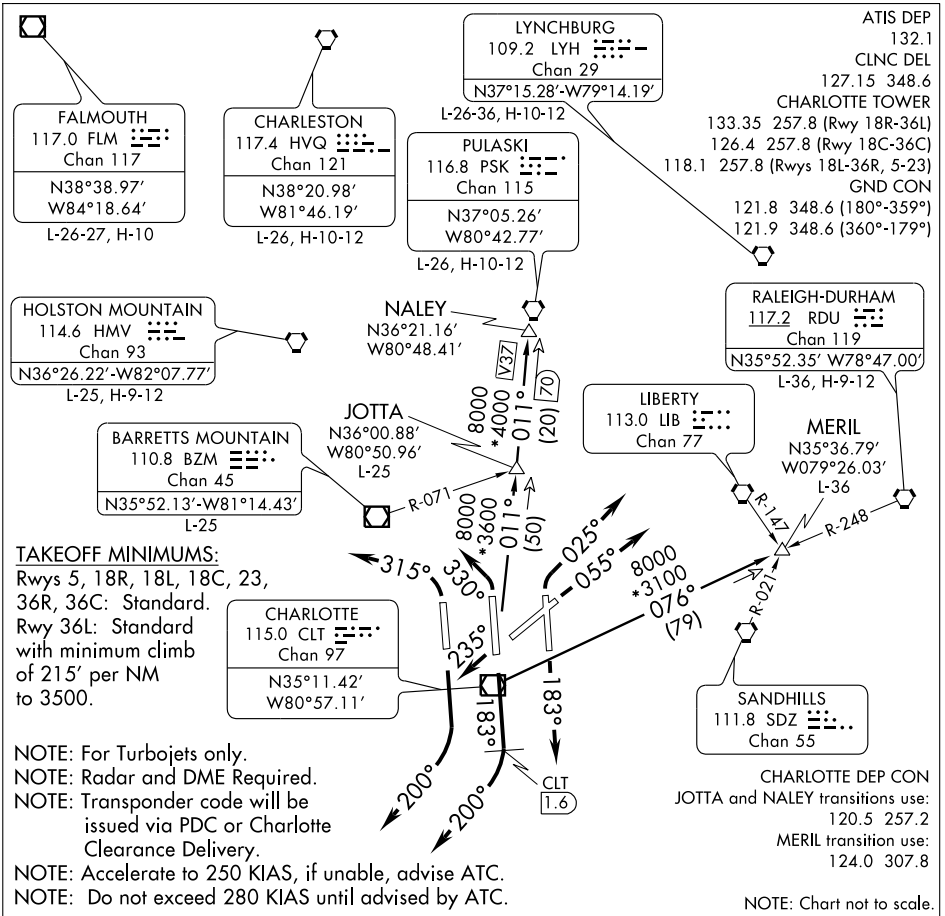
Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

HORNET SIX DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5:** Climb heading 055°, Thence....
- TAKEOFF RUNWAY 18R:** Climbing right turn heading 200°, Thence....
- TAKEOFF RUNWAY 18C:** Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence....
- TAKEOFF RUNWAY 18L:** Climb heading 183°, Thence....
- TAKEOFF RUNWAY 23:** Climb heading 235°, Thence....
- TAKEOFF RUNWAY 36L:** Climbing left turn heading 315°, Thence....
- TAKEOFF RUNWAY 36C:** Climbing left turn heading 330°, Thence....
- TAKEOFF RUNWAY 36R:** Climbing right turn heading 025°, Thence....

...Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

HORNET SIX DEPARTURE

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION (CONT.)

- JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.
- MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.
- NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.
Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

HUGO ONE DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP

132.1

CLNC DEL

127.15 348.6

GND CON

121.8 348.6 (180°-359°)

121.9 348.6 (360°-179°)

CHARLOTTE TOWER

133.35 257.8 (Rwys 18L-36R, 5-23)

118.1 257.8 (Rwys 18L-36R, 5-23)

126.4 257.8 (Rwy 18C-36C)

HOLSTON MOUNTAIN

114.6 HMY

Chan 93

N36°26.22' W82°07.77'

L-25, H-9-12

NORTHWEST

CHARLOTTE DEP CON

134.75 257.2

SUGARLOAF MOUNTAIN

112.2 SUG

Chan 59

N35°24.39' W82°16.12'

L-25

FOOTHILLS

113.4 ODF

Chan 81

N34°41.75'

W83°17.86'

L-25, H-9-12

GREENWOOD

115.5 GRD

Chan 102

N34°15.09'

W82°09.25'

L-24, H-9-12

ELECTRIC CITY

108.6 ELW

Chan 23

N34°25.15'

W82°47.08'

L-18

COLLIERS

113.9 IRQ

Chan 86

N33°42.44' W82°09.72'

L-24, H-9-12

COLUMBIA

114.7 CAE

Chan 94

N33°51.43' W81°03.23'

L-24, H-9-12

TAKEOFF MINIMUMS:

Rwys 18R, 18L, 18C, 23, 36R: Standard.

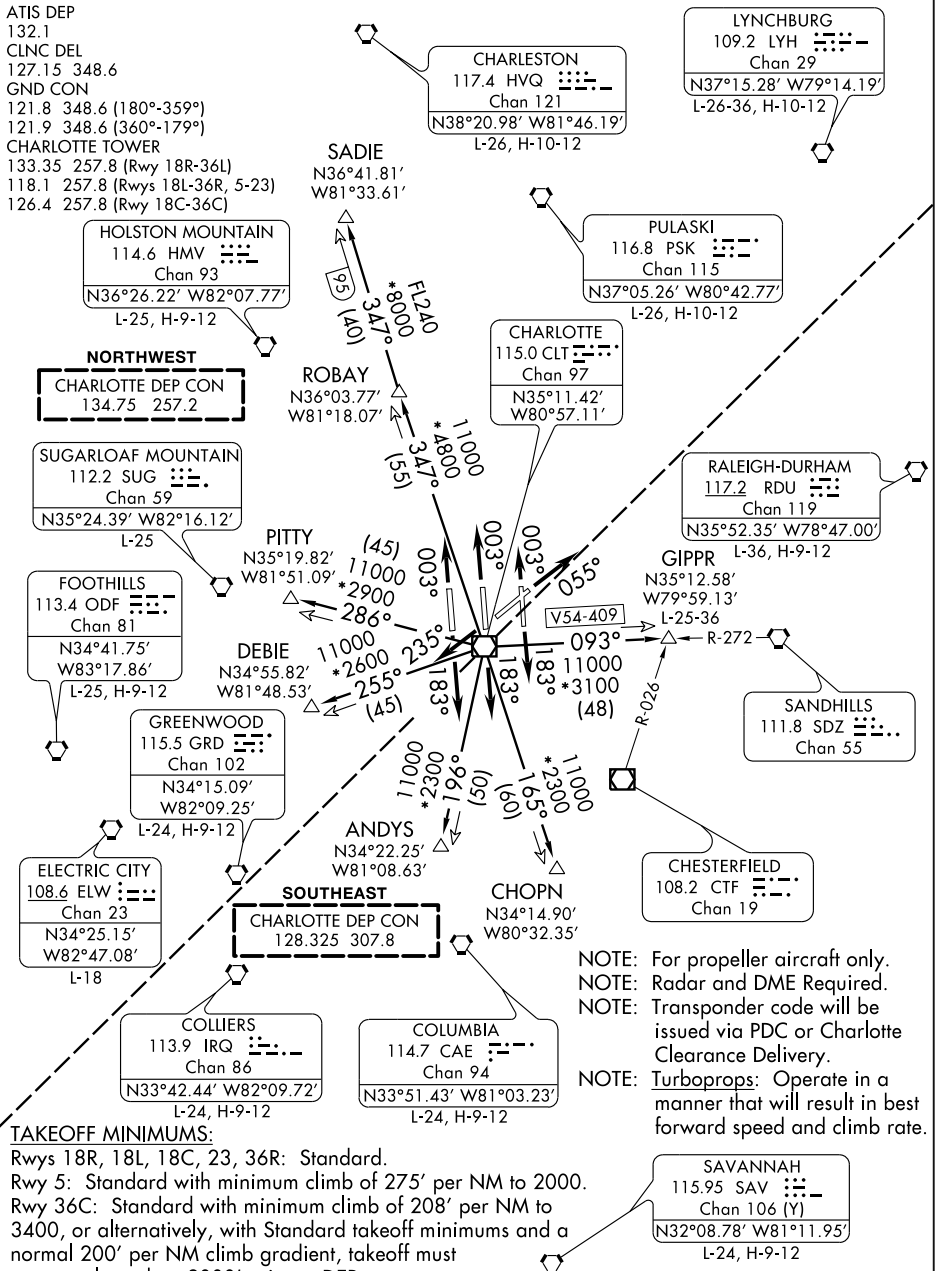
Rwy 5: Standard with minimum climb of 275' per NM to 2000.

Rwy 36C: Standard with minimum climb of 208' per NM to 3400, or alternatively, with Standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

Rwy 36L: Standard with minimum climb of 215' per NM to 3500.

HUGO ONE DEPARTURE

(HUG1.HUG) 10154



(NARRATIVE ON FOLLOWING PAGE)

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18R: Climb heading 183° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18C: Climb heading 183° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18L: Climb heading 183° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 23: Climb heading 235° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 36L: Climb heading 003° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 36C: Climb heading 003° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 36R: Climb heading 003° or as assigned by ATC, Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.

PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.

ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.

SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline,

up to 93' AGL/852' MSL.

(HUSTN.HUSTN1) 09351

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

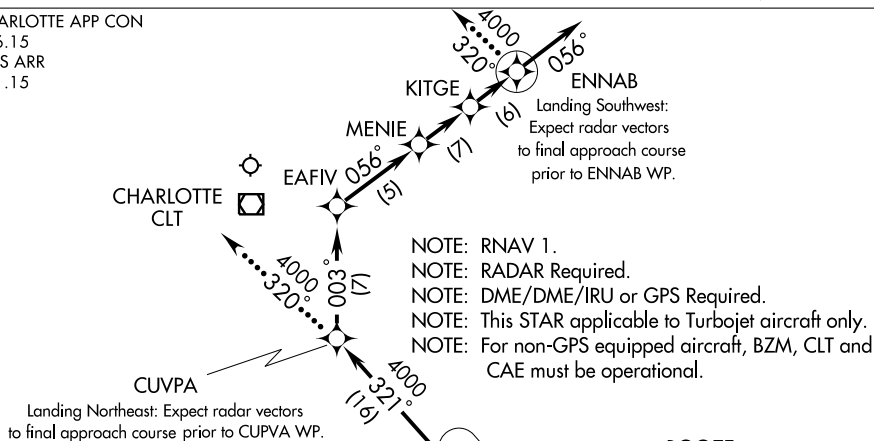
HUSTN ONE ARRIVAL (RNAV)

CHARLOTTE APP CON

126.15

ATIS ARR

121.15



ARRIVAL ROUTE DESCRIPTION

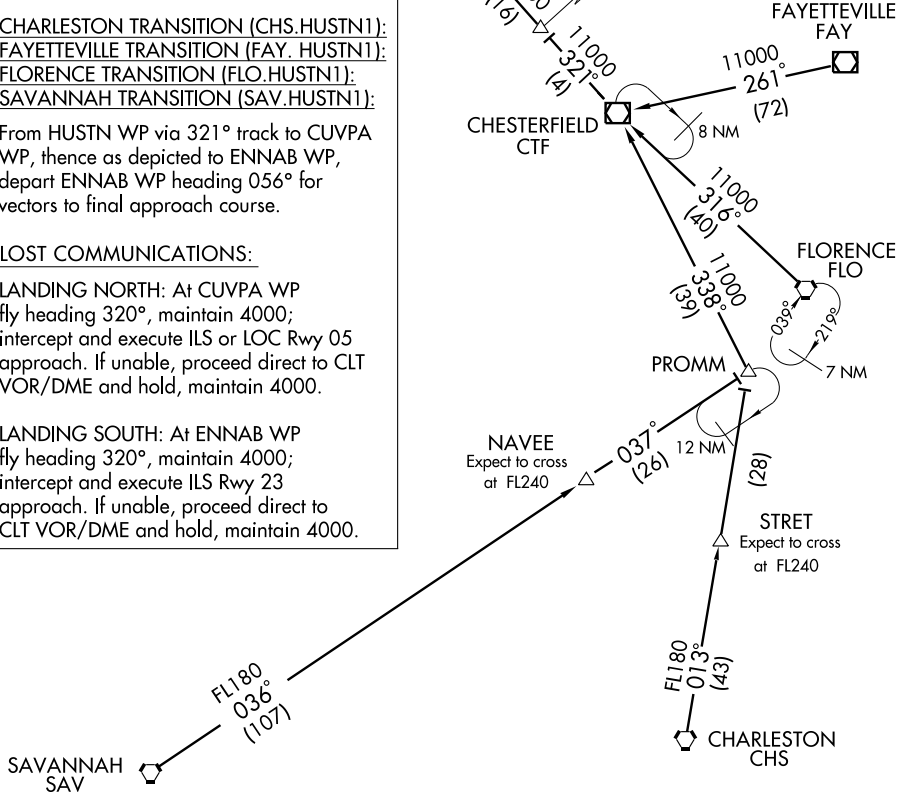
CHARLESTON TRANSITION (CHS.HUSTN1):FAYETTEVILLE TRANSITION (FAY.HUSTN1):FLORENCE TRANSITION (FLO.HUSTN1):SAVANNAH TRANSITION (SAV.HUSTN1):

From HUSTN WP via 321° track to CUVPA WP, thence as depicted to ENNAB WP, depart ENNAB WP heading 056° for vectors to final approach course.

LOST COMMUNICATIONS:

LANDING NORTH: At CUVPA WP fly heading 320°, maintain 4000; intercept and execute ILS or LOC Rwy 05 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH: At ENNAB WP fly heading 320°, maintain 4000; intercept and execute ILS Rwy 23 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.



HUSTN ONE ARRIVAL (RNAV)

(HUSTN.HUSTN1) 09351

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL

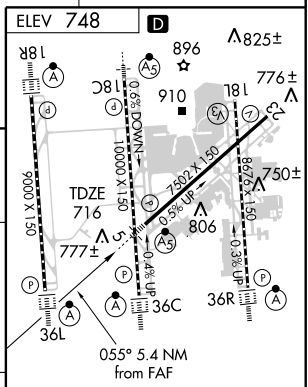
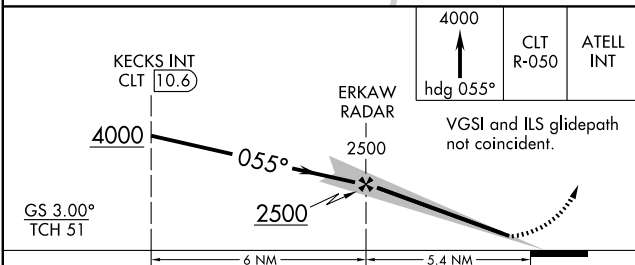
SE-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 4000 via heading 055° and CLT VOR/DME R-050 to ATELL INT/CLT 12.1 DME and hold, continue climb-in-hold to 4000.

[illegible]

CATEGORY	A	B	C	D	HRL all Rwy's REL Rwy's 18L and 23 TDZ/CL Rwy's 18R, 36L, 36C and 36R FAF to MAP 5.4 NM Knots 60 90 120 150 180 Min-Sec 5:24 3:36 2:42 2:10 1:48
S-ILS 5	* 916/24		200 (200-½)		
S-LOC 5	1120/24 404 (400-½)		1120/40 404 (400-¾)		
CIRCLING	1240-1 492 (500-1)	1260-1½		1300-2	
		512 (600-1½)	552 (600-2)		

ILS or LOC RWY 5

LOC I-PEP	APP CRS	Rwy Idg	10000
111.3	183°	TDZE	742
		Apt Elev	748

ILS or LOC RWY 18C CHARLOTTE/DOUGLAS INTL (CLT)

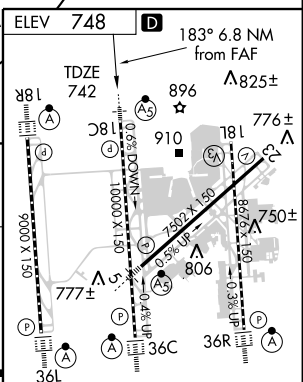
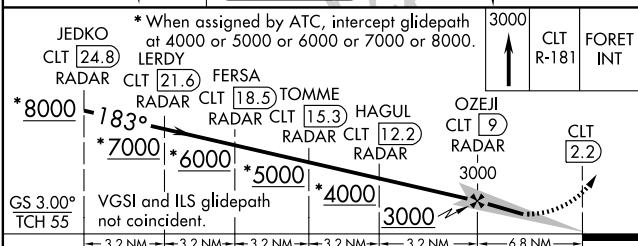
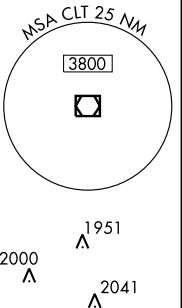
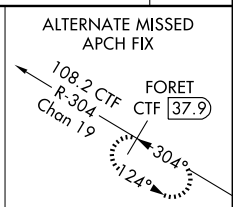
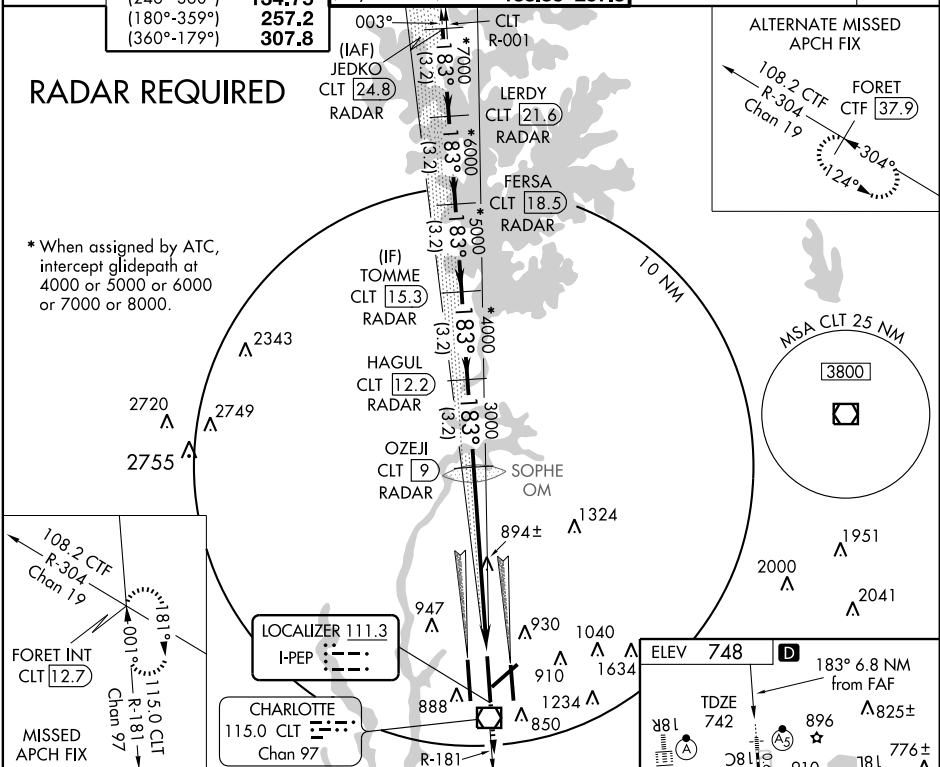
⚠ Circling NA at night. Simultaneous approach authorized with Rwy 18L/R.
DME or RADAR Required. LOC procedure NA during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR 
MISSED APPROACH: Climb to 3000 via CLT R-181 to FORET INT/CLT 12.7 DME and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.



CATEGORY	A	B	C	D
S-ILS 18C	** 942/24 200 (200-1/2)			
S-LOC 18C	1200/24 458 (500-1/2)	1200/40 458 (500-3/4)	1200/50 458 (500-1)	
CIRCLING	1240-1 492 (500-1)	1260-1 512 (600-1/2)	1300-2 552 (600-2)	

HIRL all Rwy's					
REIL Rwy's 18L and 23					
TDZ/CL Rwy's 18R, 36L, 36C and 36R					
FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

LOC I-VKQ <u>110.35</u>	APP CRS 183°	Rwy Idg 8676 TDZE 748 Apt Elev 748
-----------------------------------	------------------------	---

ILS or LOC RWY 18L
CHARLOTTE/DOUGLAS INTL (CLT)

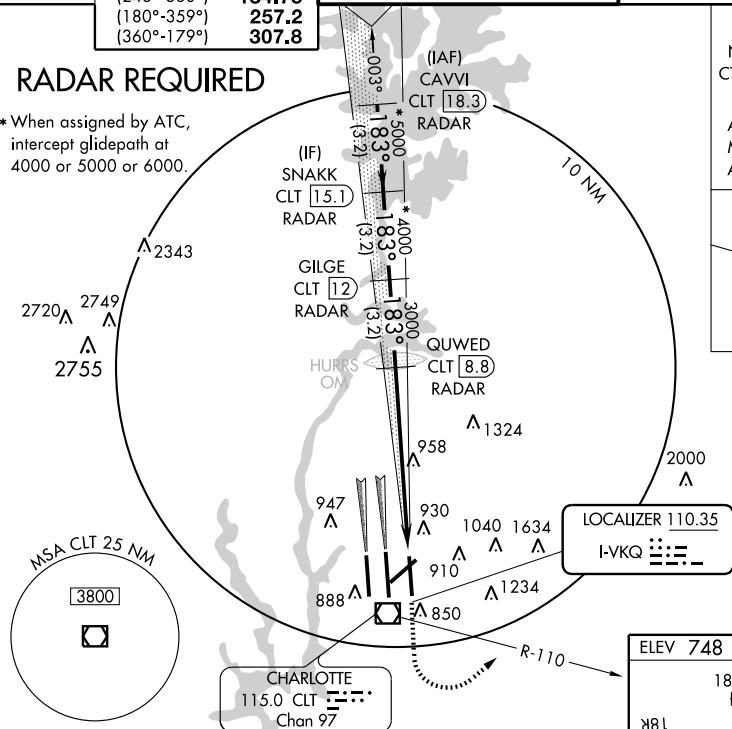
T Circling NA at night. Simultaneous approach authorized with Rwy 18C/R. DME or RADAR Required. Visibility reduction by helicopters NA. LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 1240 then climbing left turn to 4000 via heading 130° and CLT R-110 to NEALO/CLT 13 DME and hold.

ATIS		CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR	121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6
DEP	132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6
		(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		348.6

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.



NEALO CTF 35.7

ALTERNATE MISSED APCH FIX

Chan 19

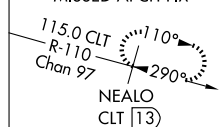
147°

327°

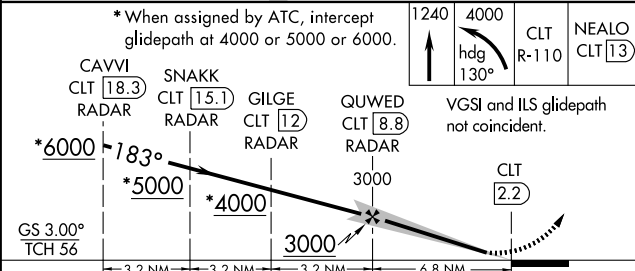
108.2°

R-327 CTF

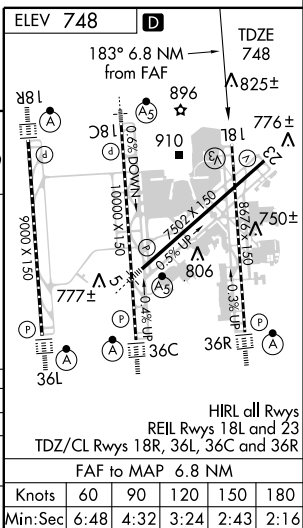
MISSED APCH FIX



* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.



CATEGORY	A	B	C	D
S-ILS 18L	1022/50 274 (300-1)			
S-LOC 18L	1260/50 512 (600-1)	1260-1½ 512 (600-1½)	1260-1¾ 512 (600-1¾)	
CIRCLING	1260-1 512 (600-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)	



CHARLOTTE, NORTH CAROLINA

Amdt 7 11FEB10

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

ILS or LOC RWY 18L

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RGS 110.15 Chan 38(Y)	APP CRS 183°	Rwy Idg TDZE Apt Elev	9000 744 748
---	------------------------	-----------------------------	---

ILS or LOC RWY 18R CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. Simultaneous approach authorized with Rwy 18L/C. DME or RADAR Required. LOC procedure NA during simultaneous operations. CLOV Fix Minimums: For inoperative ALSF, increase S-LOC 18R Cat D visibility to RVR 5000.

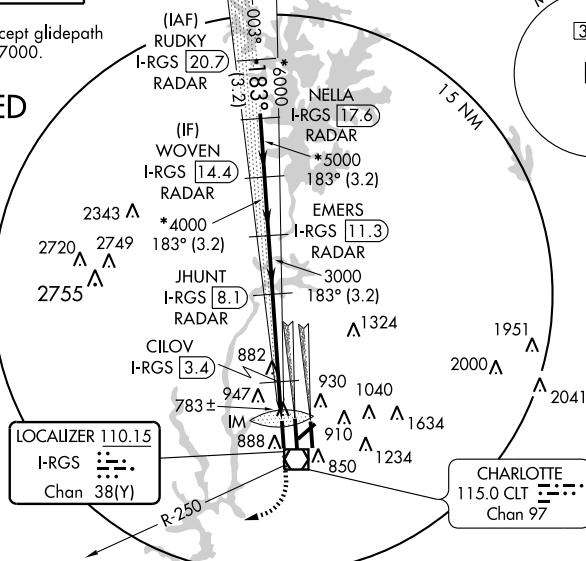
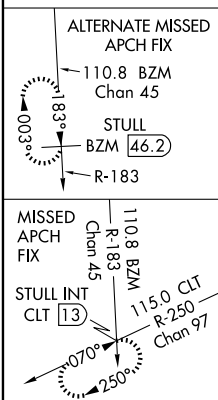
ALSF-2
A

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 230° and CLT R-250 to STULL INT/CLT 13 DME and hold.

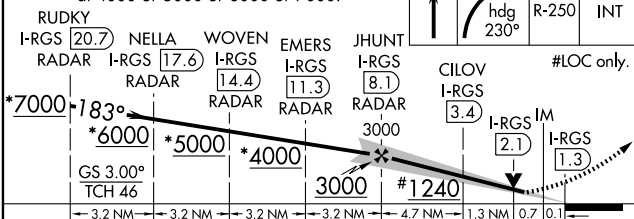
ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
---	--	--	---	---

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

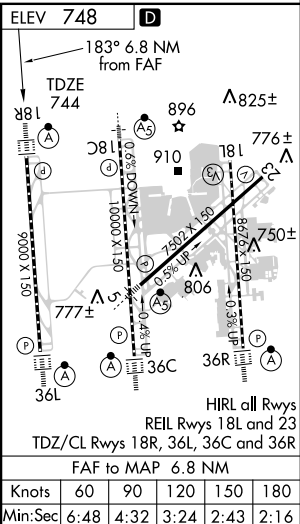
RADAR REQUIRED



*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.



CATEGORY	A	B	C	D
S-ILS 18R	944/18 200 (200-½)			
S-LOC 18R	1240/24 496 (500-½)	1240/40 496 (500-¾)	1240/50 496 (500-1)	
CIRCLING	1240-1 492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)	
CLOV FIX MINIMUMS				
S-LOC 18R	1040/24 296 (300-½)	1040/40 296 (300-¾)		
CIRCLING	1240-1 492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)	



LOC/DME I-APU 109.5 Chan 32	APP CRS 235°	Rwy Idg TDZE Apt Elev	7502 747 748
---	------------------------	-----------------------------	---

ILS or LOC RWY 23 CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night.
DME or RADAR Required.

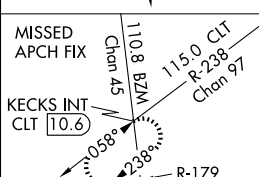
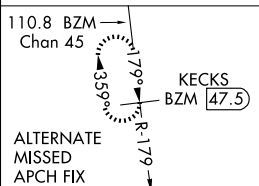
MISSED APPROACH: Climb to 4000 via heading 235° and CLT R-238 to KECKS INT/CLT 10.6 DME and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

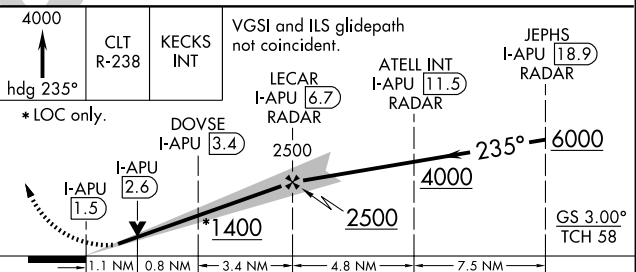
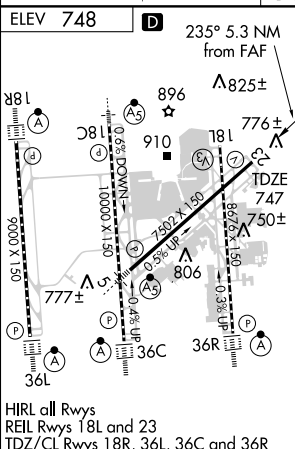
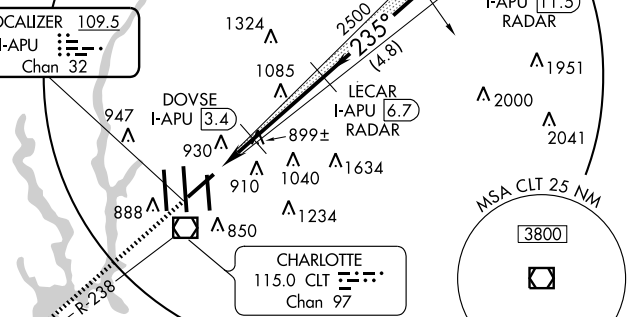
RADAR REQUIRED

Λ 2343

2720 Λ
Λ 2749
Λ 2755



LOCALIZER 109.5
I-APU
Chan 32



CATEGORY	A	B	C	D
S-ILS 23	947/40 200 (200-3/4)			
S-LOC 23	1400/50	653 (700-1)	1400-1 3/4 653 (700-1 3/4)	1400-2 653 (700-2)
CIRCLING	1400-1	652 (700-1)	1400-1 3/4 652 (700-1 3/4)	1400-2 652 (700-2)
DOVSE FIX MINIMUMS				
S-LOC 23	1160/50	413 (500-1)	1160/60	413 (500-1 1/4)
CIRCLING	1240-1	492 (500-1)	1260-1 1/2 512 (600-1 1/2)	1300-2 552 (600-2)

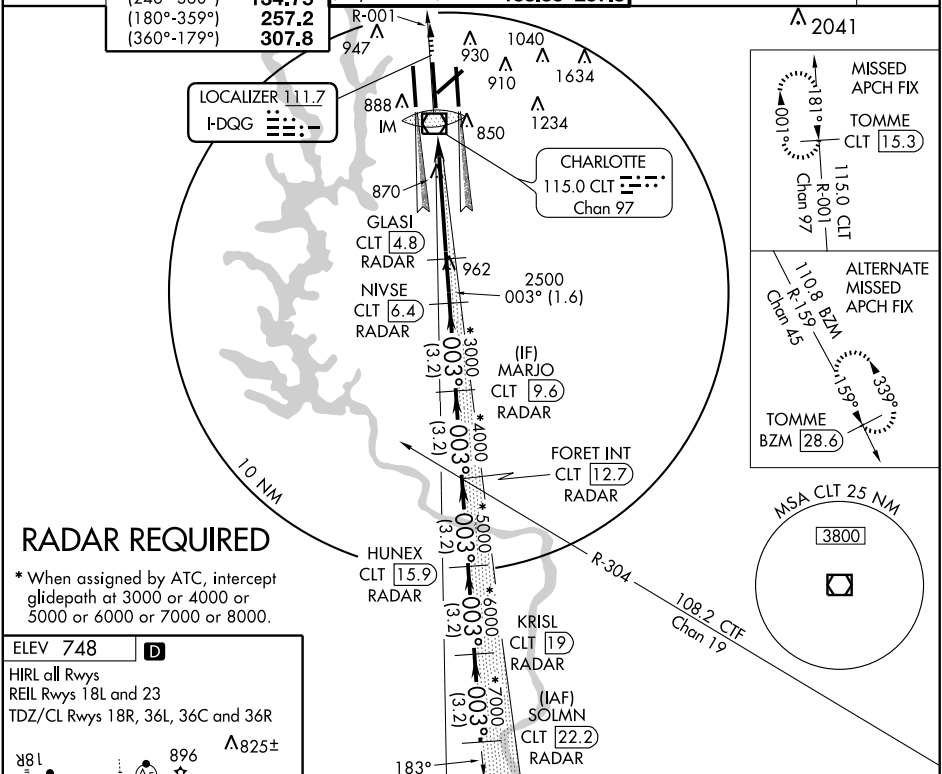
LOC I-DQG 111.7	APP CRS 003°	Rwy Idg TDZE 707 Apt Elev 748
---------------------------	------------------------	---

ILS or LOC RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

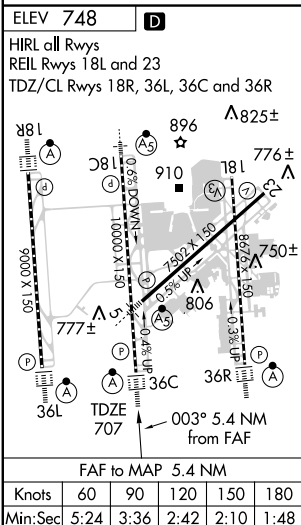
<p>⚠ Circling NA at night. Simultaneous approach authorized with Rwy 36L/R. DME or RADAR Required. LOC procedure NA during simultaneous operations. DQG ILS ILZ Rwy 36C unusable for rollout guidance.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/CLT 15.3 DME and hold.</p>
---	--------------------	---

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.



3000 ↑	CLT R-001	TOMME CLT [15.3]	* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.				SOLMN CLT [22.2] RADAR			
			GLASI CLT [4.8] RADAR	NIVSE CLT [6.4] RADAR	MARJO CLT [9.6] RADAR	FORET INT CLT [12.7] RADAR	HUNEX CLT [15.9] RADAR	KRISL CLT [19] RADAR		
			IM 2500	*2500	*3000	*4000	*5000	*6000	*7000	*8000
			VGSI and ILS glidepath not coincident.						GS 3.00° TCH 57	
	0.2 5.2 NM 1.6 NM			3.2 NM 3.2 NM 3.2 NM			3.2 NM 3.2 NM			
CATEGORY	A			B			C			D
S-ILS 36C				907/18			200 (200-½)			
S-LOC 36C	1120/24			413 (400-½)			1120/40			413 (400-¾)
CIRCLING	1240-1			492 (500-1)			1260-1½ 512 (600-1½)			1300-2 552 (600-2)

LOC/DME I-XUU 110.15 Chan 38 (Y)	APP CRS 003°	Rwy Idg TDZE 744 Apt Elev 748
--	------------------------	---

ILS or LOC RWY 36L

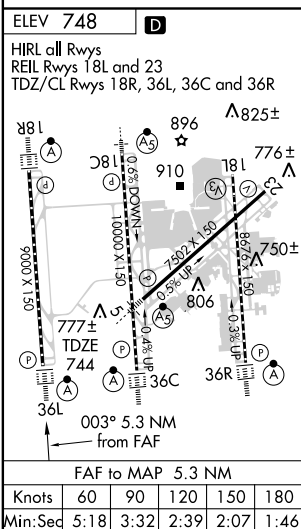
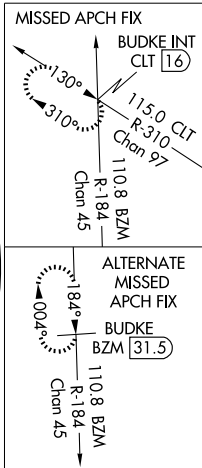
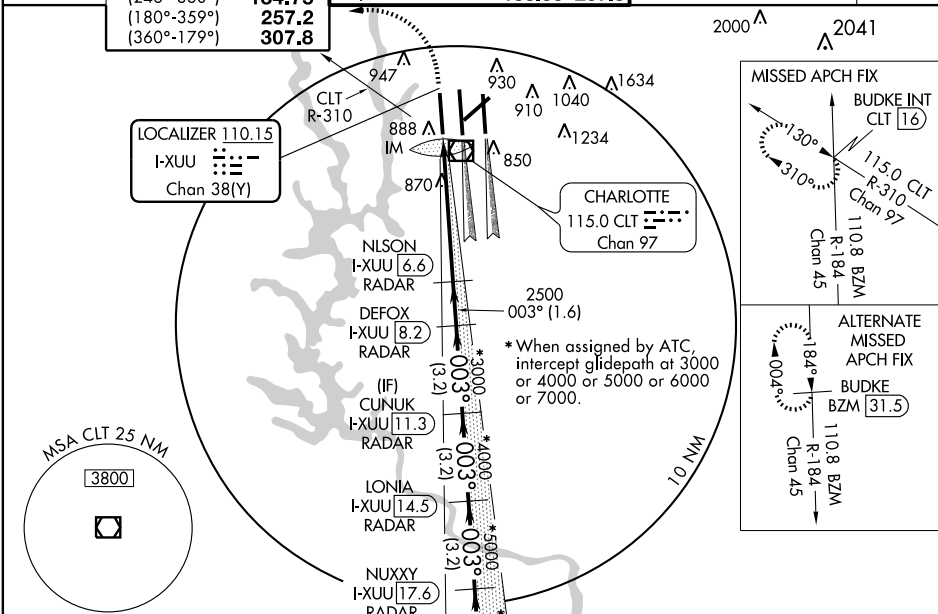
CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. Simultaneous approach authorized with Rwy 36C/R. DME or RADAR Required.
LOC procedure NA during simultaneous operations.

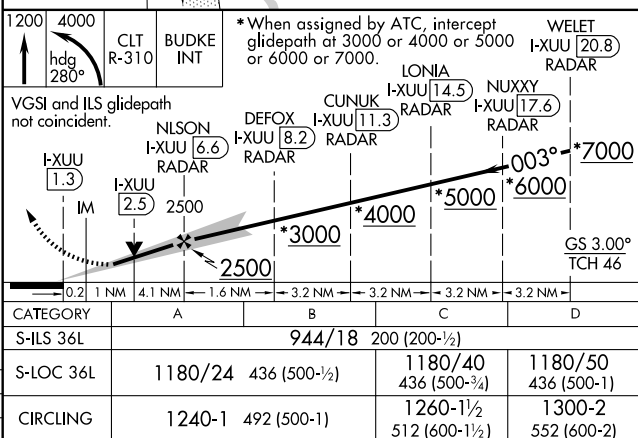


MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 280° and CLT R-310 to BUDKE INT/CLT 16 DME and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



RADAR REQUIRED



LOC/DME I-BQC 108.9 Chan 26	APP CRS 003°	Rwy Idg TDZE Apt Elev	8676 727 748
---	------------------------	-----------------------------	---

ILS or LOC RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. Simultaneous approach authorized with Rwy 36L/C. DME or RADAR Required.
LOC procedure NA during simultaneous operations.

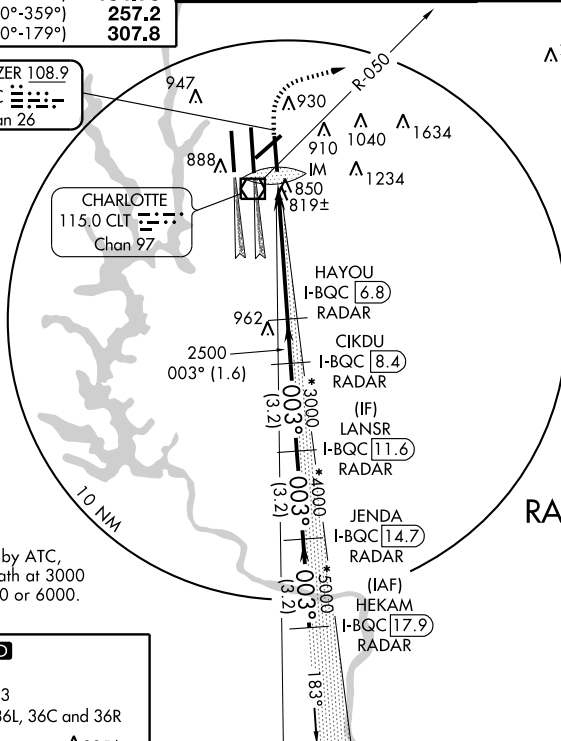


MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 080° and CLT R-050 to EDELL/CLT 16 DME and hold.

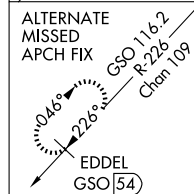
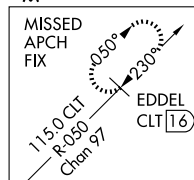
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

LOCALIZER 108.9
I-BQC
Chan 26

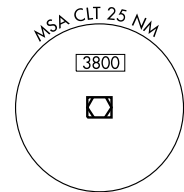
CHARLOTTE
115.0 CLT
Chan 97



*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.



RADAR REQUIRED



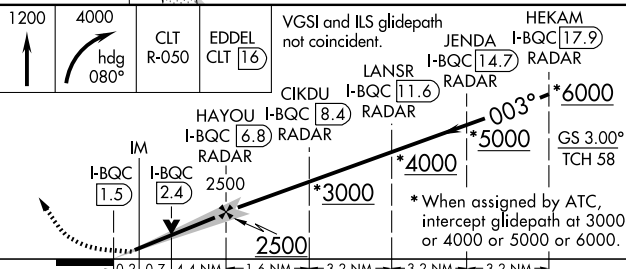
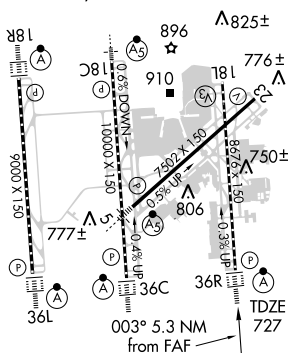
ELEV 748



HIRL all Rwys

REIL Rws 18L and 23

TDZ/CL Rws 18R, 36L, 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36R	927/18	200 (200-1/2)		
S-LOC 36R	1080/24	353 (400-1/2)		1080/40 353 (400-3/4)
CIRCLING	1240-1	492 (500-1)	1260-1 1/2 512 (600-1 1/2)	1300-2 552 (600-2)

CHARLOTTE, NORTH CAROLINA

Amdt 11 11FEB10

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

ILS or LOC RWY 36R

LOC/DME I-RGS <u>110.15</u> Chan 38 (Y)	APP CRS 183°	Rwy Idg 9000 TDZE 744 Apt Elev 748
---	------------------------	---

ILS RWY 18R (CAT II)
CHARLOTTE/DOUGLAS INTL (CLT)

T Simultaneous approach authorized with Rwy 18L/C.
DME or RADAR Required.

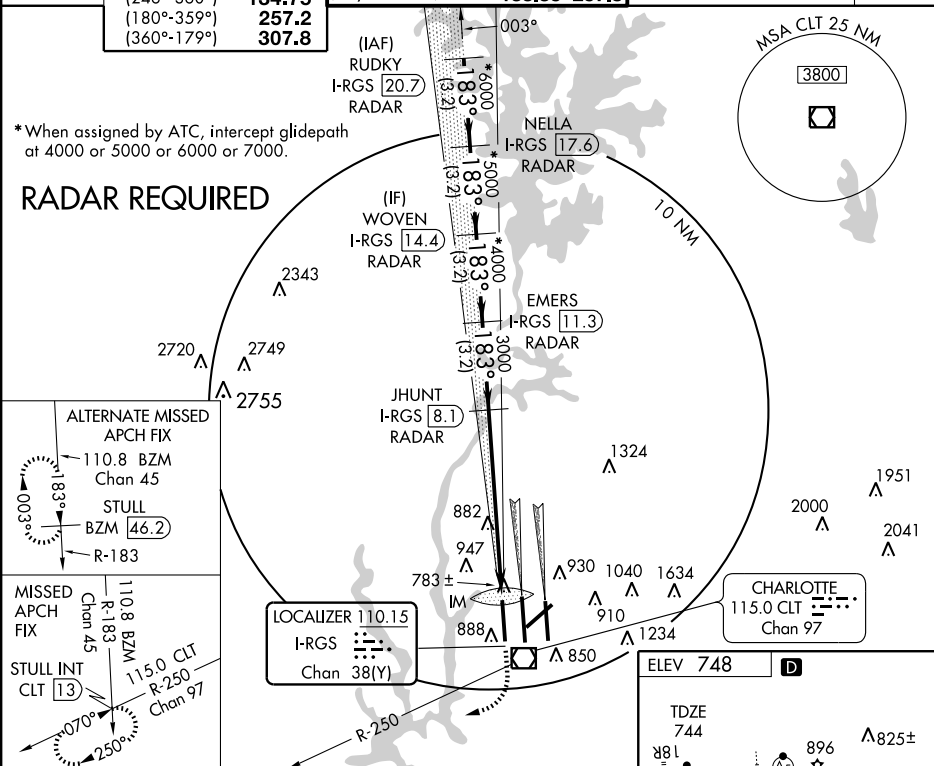


MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 230° and CLT R-250 to STULL INT/CLT 13 DME and hold

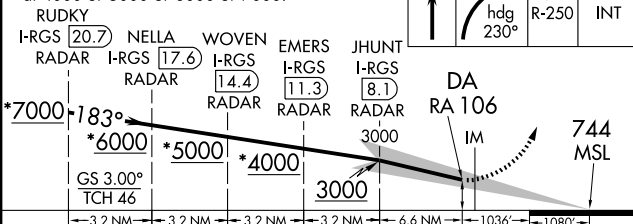
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CINC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

RADAR REQUIRED

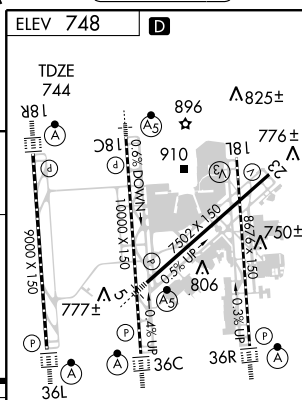


*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.



CATEGORY	A	B	C	D
S-ILS 18R	RA 106/12 100 DA 844			

CATEGORY II ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



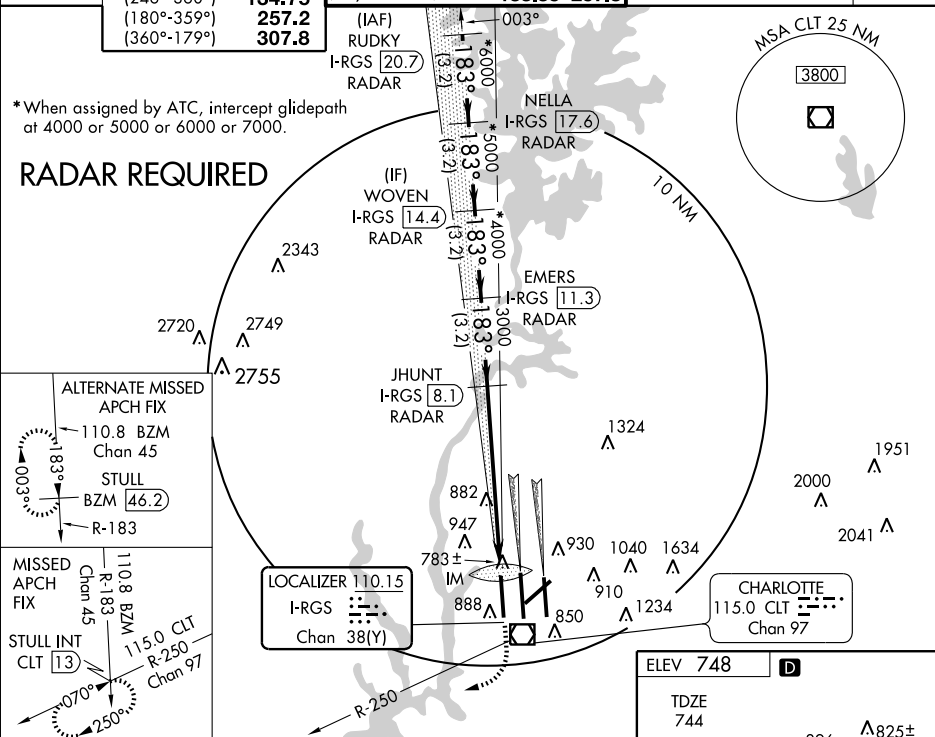
HIRL all Rwy's
REIL Rwy's 18L and 23
TDZ/CL Rwy's 18R, 36L, 36C and 36R

LOC/DME I-RGS 110.15 Chan 38(Y)	APP CRS 183°	Rwy Idg TDZE Apt Elev	9000 744 748
---	------------------------	-----------------------------	---

ILS RWY 18R (CAT III)

CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 18L/C. DME or RADAR Required.		ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 230° and CLT R-250 to STULL INT/CLT 13 DME and hold.	
ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6



*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.		1200 4000 CLT R-250 STULL INT
I-RGS 20.7 RADAR NELLA I-RGS 17.6 RADAR WOVEN I-RGS 14.4 RADAR EMERS I-RGS 11.3 RADAR JHUNT I-RGS 8.1 RADAR	IM 831 3000 744 MSL	*7000 183° *6000 *5000 *4000 3000 GS 3.00° TCH 46
CATEGORY A B C D		
S-ILS 18R CAT IIIa RVR 07		
S-ILS 18R CAT IIIb RVR 06		
S-ILS 18R CAT IIIc NA		

CATEGORY III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rws 18L and 23
TDZ/CL Rws 18R, 36L, 36C and 36R

ILS RWY 36C (CAT II)
CHARLOTTE/DOUGLAS INTL (CLT)

MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/CLT 15.3 DME and hold.

CLNC DEL	127.15	348.6
----------	--------	-------

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.

ELEV 748	D
----------	---

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

CHARLOTTE, NORTH CAROLINA
Amdt 16 11FEB10

960"	1101"	5.2	1.6 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM
CATEGORY	A		B		C		D	
S-ILS 36C	RA 126/12 100 DA 807							

**CATEGORY II ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 36C (CAT II)

35°13'N-80°57'W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2 26 AUG 2010 to 23 SEP 2010

LOC/DME I-XUU 110.15 Chan 38 (Y)	APP CRS 003°	Rwy Idg TDZE Apt Elev	9000 744 748
--	------------------------	-----------------------------	---

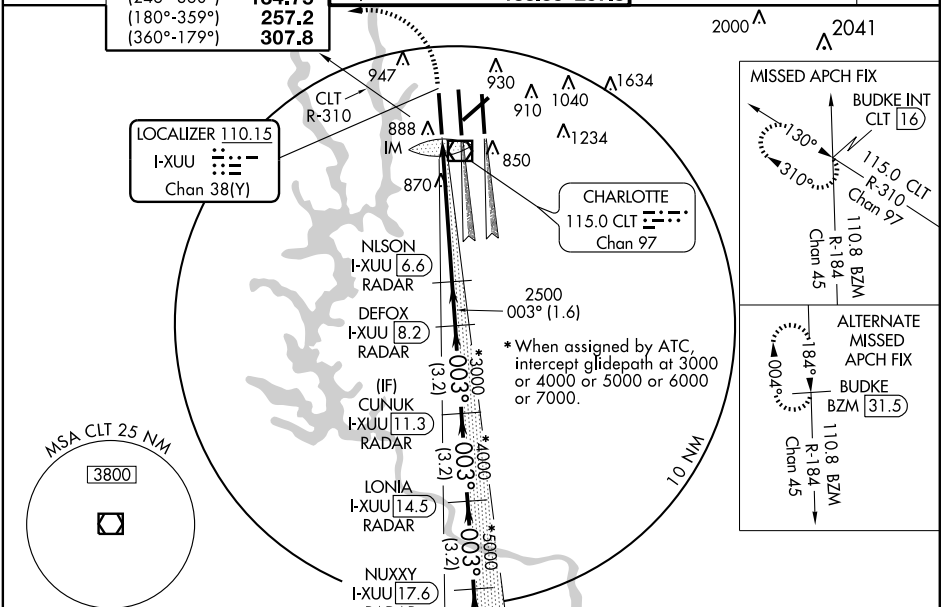
ILS RWY 36L (CAT II) CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36C/R.
DME or RADAR Required.

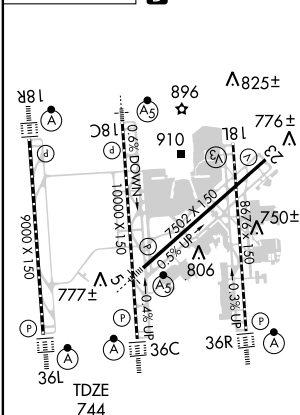


MISSED APPROACH: Climb to 1200 then climbing
left turn to 4000 via heading 280° and CLT R-310
to BUDKE INT/CLT 16 DME and hold.

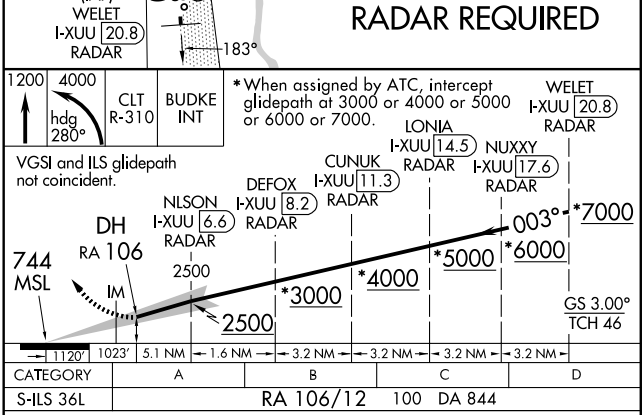
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



ELEV 748	D
-----------------	----------



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36L	RA 106/12	100	DA 844	

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-XUU 110.15 Chan 38 (Y)	APP CRS 003°	Rwy Idg TDZE Apt Elev	9000 744 748
--	------------------------	-----------------------------	---

ILS RWY 36L (CAT III)

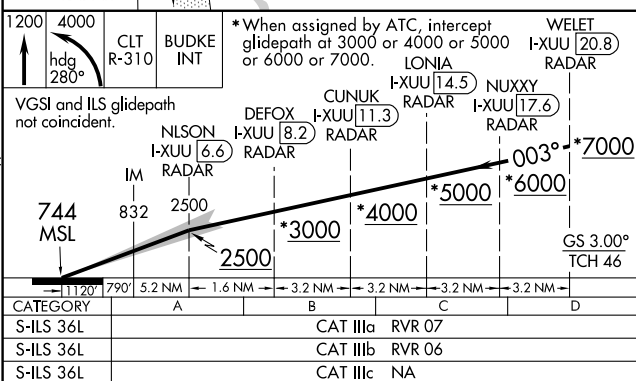
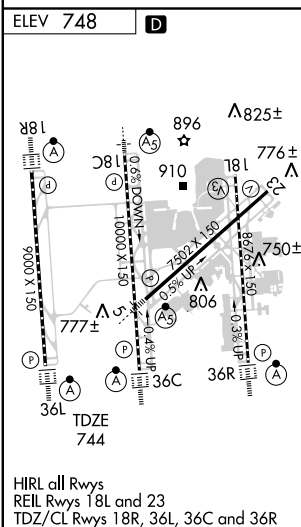
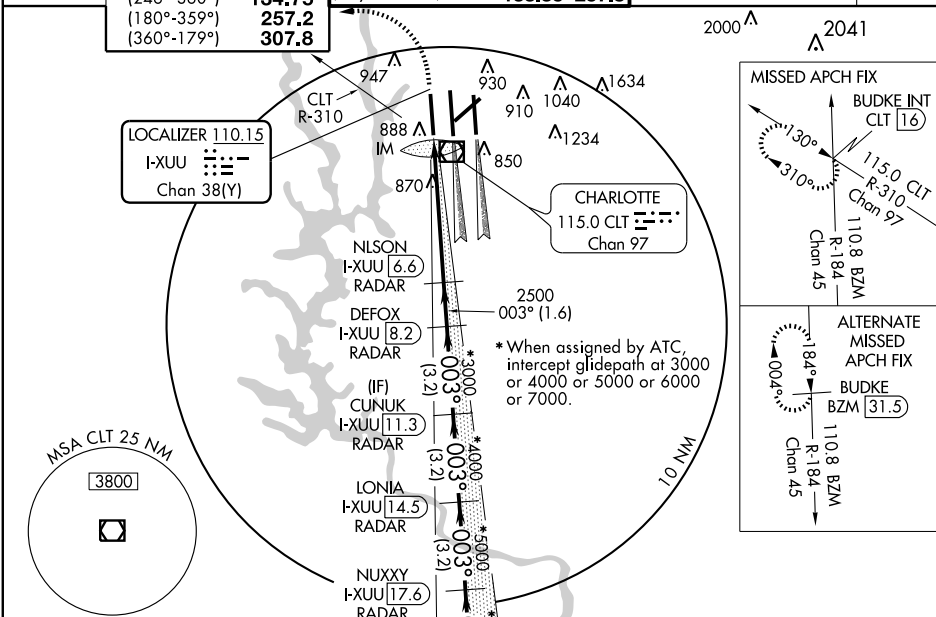
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36C/R.
DME or RADAR Required.

ALSF-2
A

MISSED APPROACH: Climb to 1200 then climbing
left turn to 4000 via heading 280° and CLT R-310
to BUDKE INT/CLT 16 DME and hold.


ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

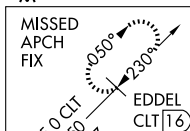


CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 36R (CAT II)
CHARLOTTE/DOUGLAS INTL (CLT)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 080° and CLT R-050 to EDDEL/CLT 16 DME and hold.

LOCALIZER 108.9
I-BQC 
Chan 26



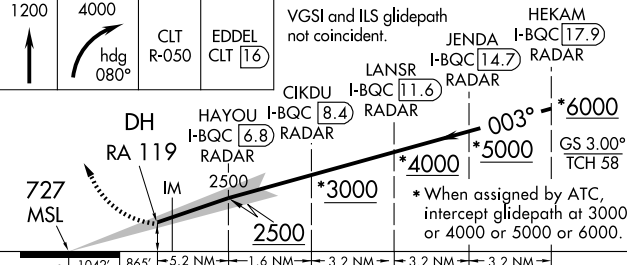
* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

RADAR REQUIRED

MSA CLT 23 NM

3800

D



CATEGORY II ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-BQC 108.9 Chan 26	APP CRS 003°	Rwy Idg TDZE Apt Elev	8676 727 748
---	------------------------	-----------------------------	---

ILS RWY 36R (CAT III)

CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36L/C.
DME or RADAR Required.

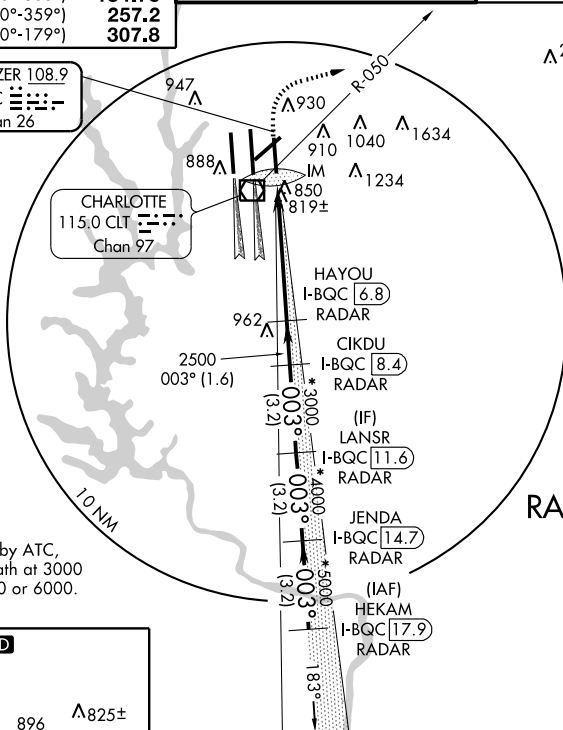
ALSF-2
A

MISSED APPROACH: Climb to 1200 then
climbing right turn to 4000 via heading 080°
and CLT R-050 to EDDEL/CLT 16 DME and hold.

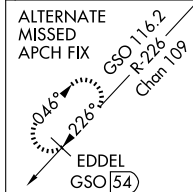
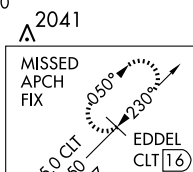
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

LOCALIZER **108.9**
I-BQC
Chan 26

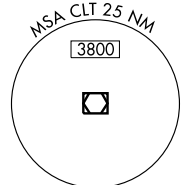
CHARLOTTE
115.0 CLT
Chan 97



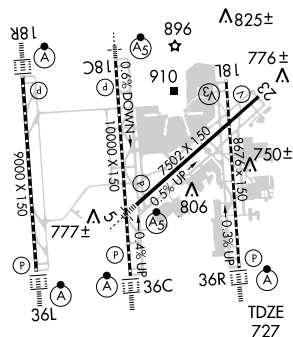
* When assigned by ATC,
intercept glidepath at 3000
or 4000 or 5000 or 6000.



RADAR REQUIRED



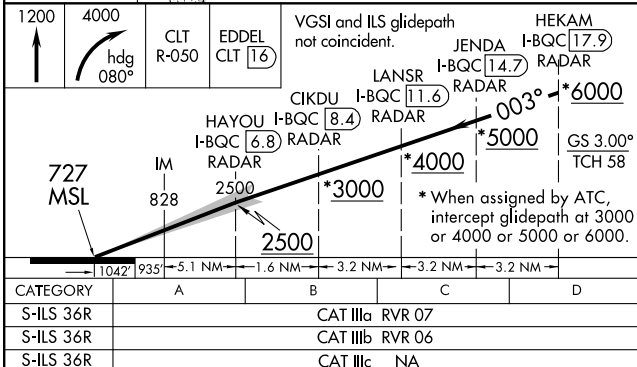
ELEV **748**



HIRL all Rwys

REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R



CATEGORY III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JACAL FIVE DEPARTURE (RNAV)

ATIS DEP

132.1

CHARLOTTE TOWER

118.1 257.8 (Rwys 18L-36R, 5-23)

126.4 257.8 (Rwy 18C-36C)

133.35 257.8 (Rwy 18R-36L)

GND CON

121.8 348.6 (180° - 359°)

121.9 348.6 (360° - 179°)

CLNC DEL

127.15 348.6

CHARLOTTE DEP CON

120.5 257.2

TAKE-OFF MINIMUMS:

Rwys 5, 18L, 18C, 18R, 23, 36R, 36C, 36L:

Standard with minimum climb of 500' per
NM to 1260.

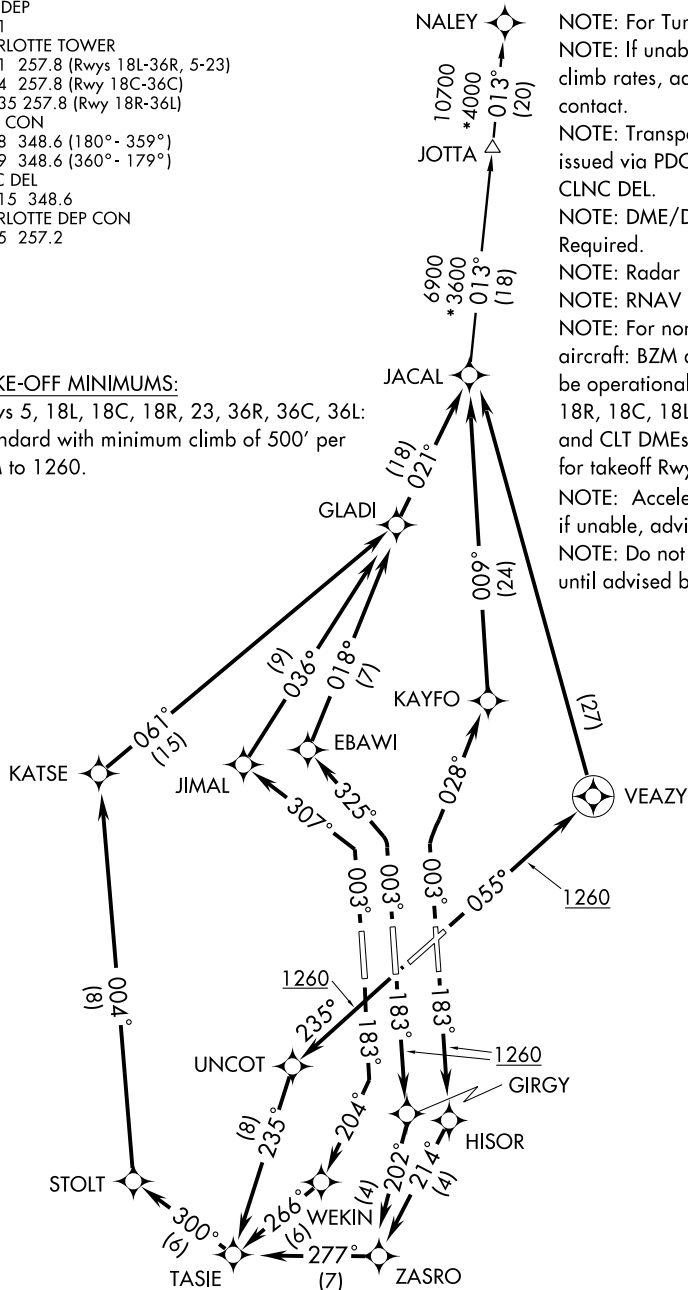
NALEY
10700
JOTTA
6900
*3600
013°
(18)

NOTE: For Turbojets only.

NOTE: If unable to accept minimum
climb rates, advise ATC on initial
contact.NOTE: Transponder code will be
issued via PDC or Charlotte
CLNC DEL.NOTE: DME/DME/IRU or GPS
Required.

NOTE: Radar Required.

NOTE: RNAV 1.

NOTE: For non-GPS equipped
aircraft: BZM and CLT DMEs must
be operational for takeoff Rwy 5,
18R, 18C, 18L, 23, 36R. LIB, BZM
and CLT DMEs must be operational
for takeoff Rwy 36C, 36L.NOTE: Accelerate to 250 KIAS,
if unable, advise ATC.NOTE: Do not exceed 280 KIAS
until advised by ATC.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then left turn direct JACAL, Thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to JACAL, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to JACAL, thence....

TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to JACAL, thence....

TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then via depicted route to JACAL, Thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to JACAL, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to JACAL, thence....

TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to JACAL, thence....

....Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NALEY TRANSITION (JACAL5.NALEY):

TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

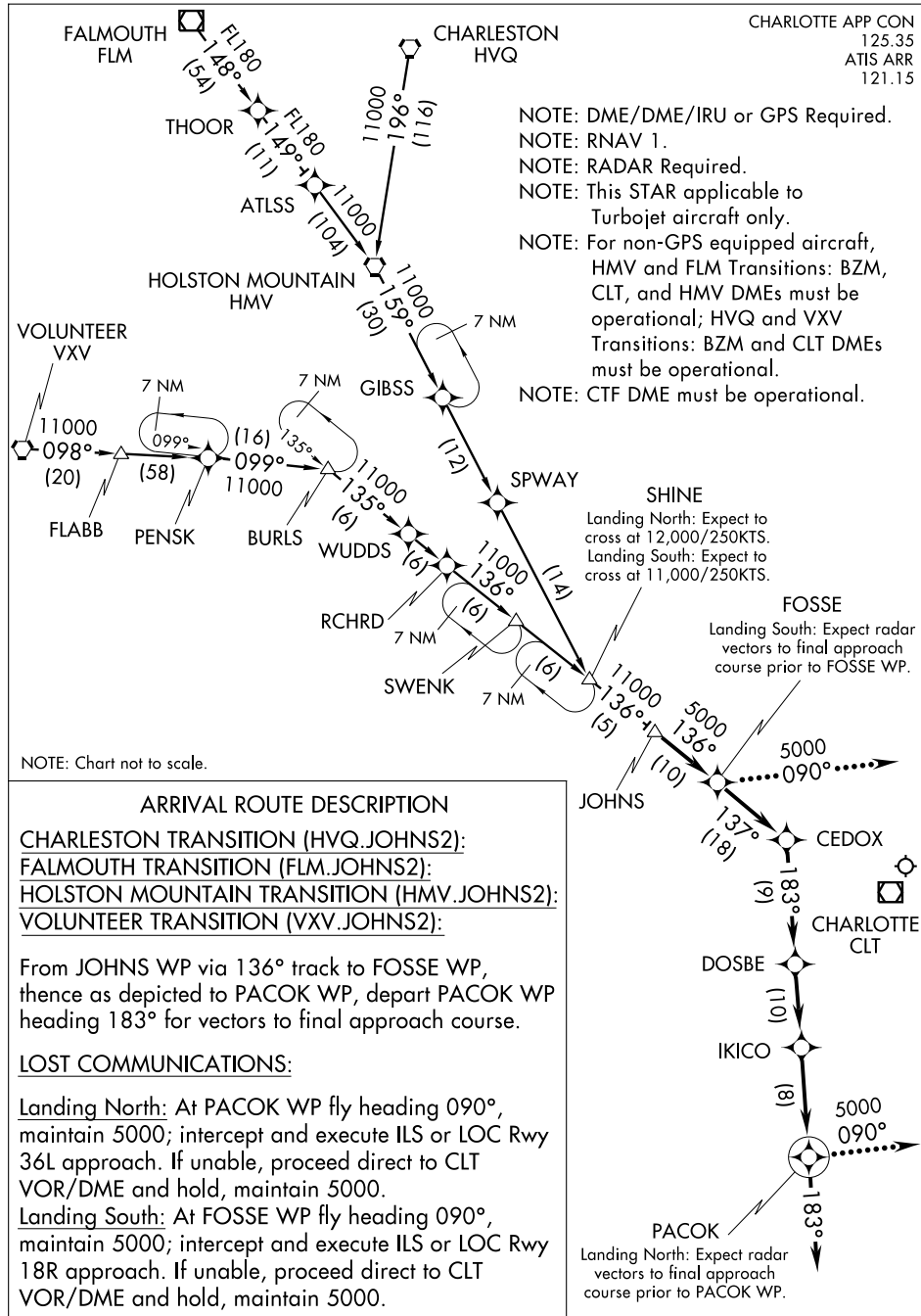
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

JOHNS TWO ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

JOHNS TWO ARRIVAL (RNAV)

(JOHNS.JOHN2) 09127

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL

SE-2, 26 AUG 2010 to 23 SEP 2010

LILLS FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then left turn via track 108° to EATHR, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct NIKIE, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then right turn direct ZARKS, then via depicted route to LAMDE, thence....

TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then right turn direct ZARKS, then via depicted route to LAMDE, thence....

....via depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° -119°) **128.32**
 (120° -245°) **120.05**
 (246° -360°) **134.75**
 (180° -359°) **257.2**
 (360° -179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28' - W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17' - W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35' - W78°47.00'
 L-36, H-9-12

SUDSY
 N35°44.58' - W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.
 NOTE: RADAR required for LIB R-273.
 NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273
 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

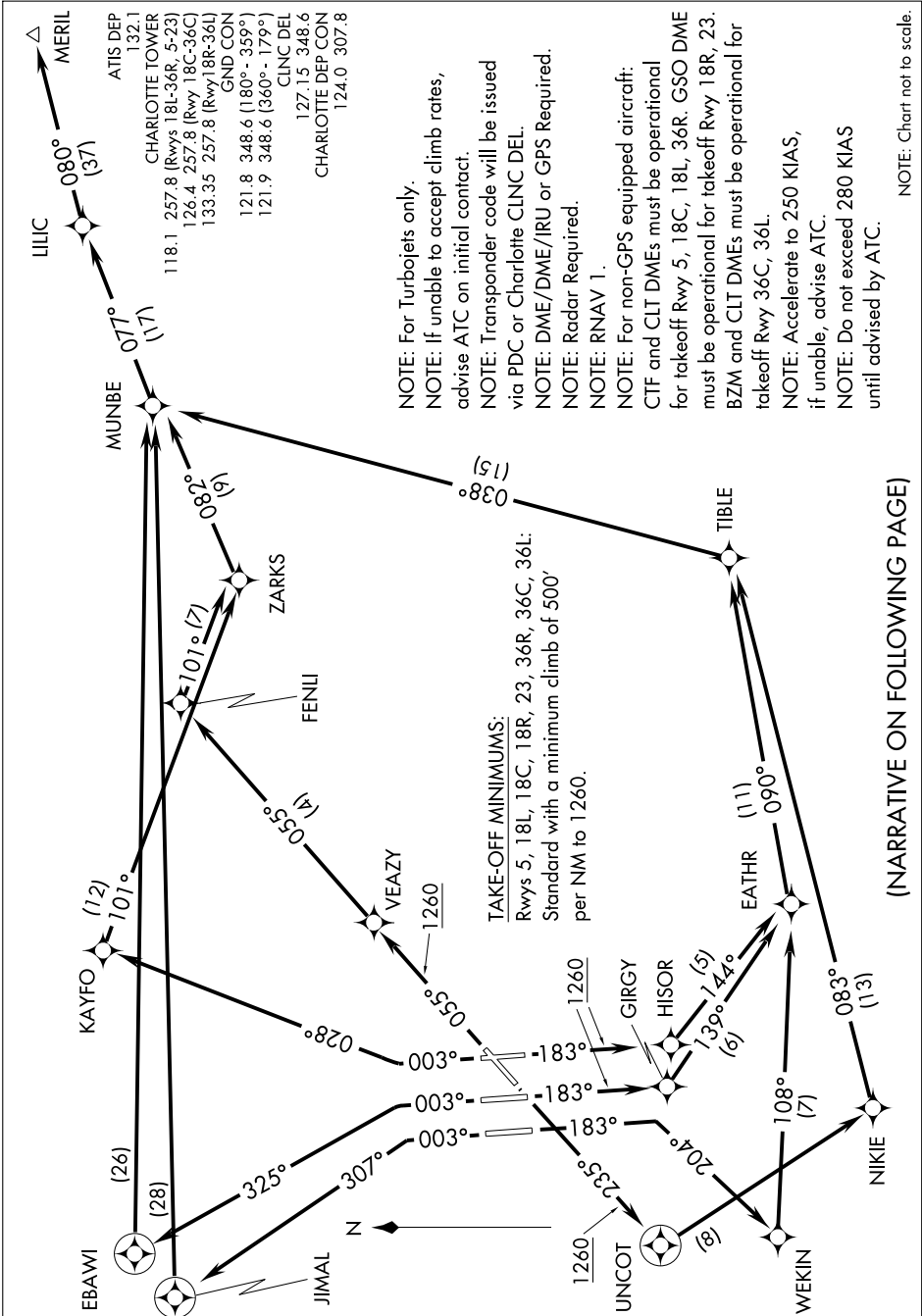
MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

MERIL FIVE DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



MERIL FIVE DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then left turn via track 108° to EATHR, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct NIKIE, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then right turn direct MUNBE, thence....

TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then right turn direct MUNBE, thence....

....via depicted route to MERIL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

PANTHER ONE DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP

132.1

CLNC DEL

127.15 348.6

GND CON

121.8 348.6 (180°-359°)

121.9 348.6 (360°-179°)

CHARLOTTE TOWER

133.35 257.8 (Rwy 18R-36L)

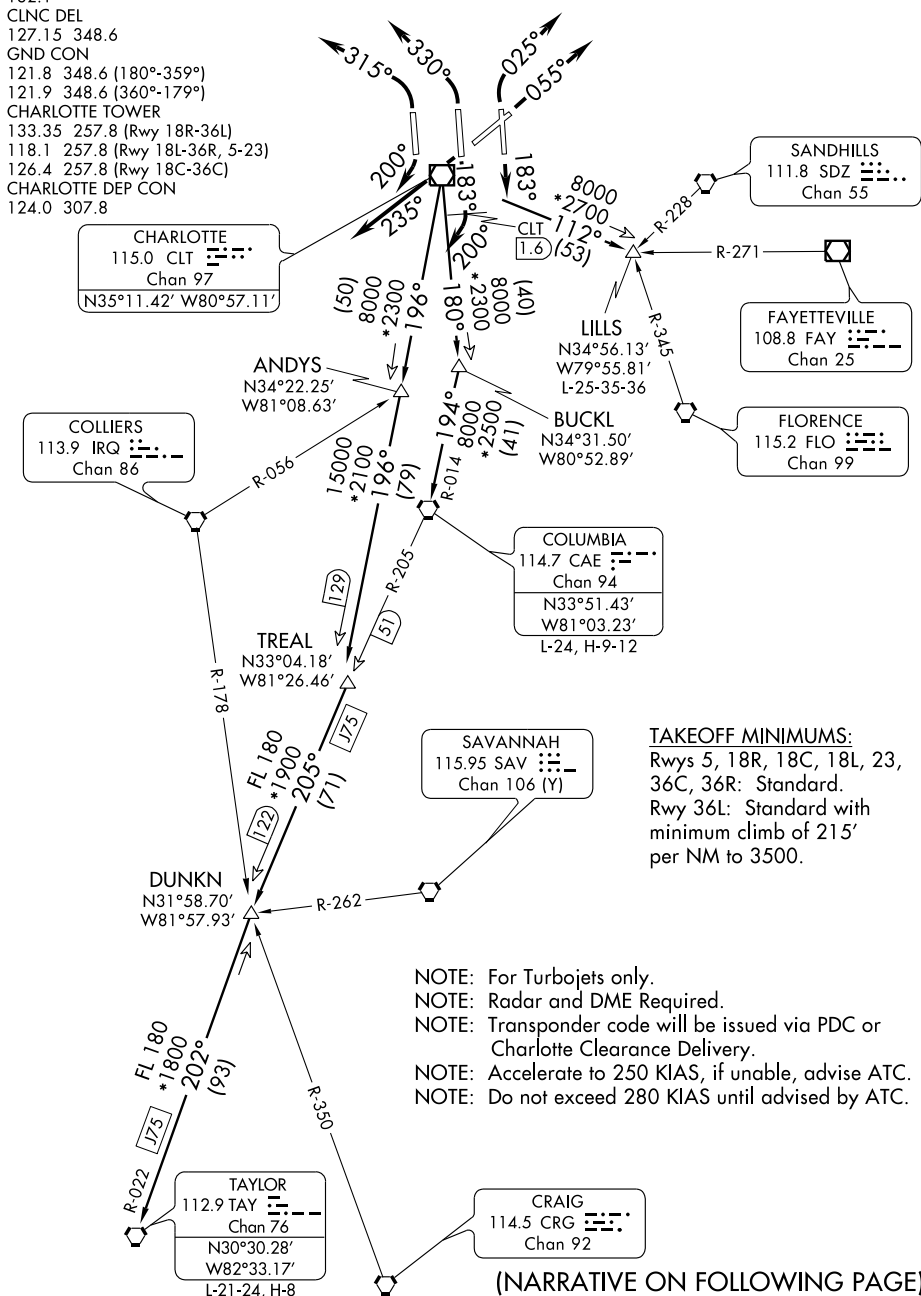
118.1 257.8 (Rwy 18L-36R, 5-23)

126.4 257.8 (Rwy 18C-36C)

CHARLOTTE DEP CON

124.0 307.8

NOTE: Chart not to scale.



(NARRATIVE ON FOLLOWING PAGE)

PANTHER ONE DEPARTURE

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055°, Thence....

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence....

TAKEOFF RUNWAY 18L: Climb heading 183°, Thence....

TAKEOFF RUNWAY 23: Climb heading 235°, Thence....

TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence....

TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, Thence....

TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL, then via CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.
Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

WAAS CH 70300 W05A	APP CRS 055°	Rwy Idg TDZE 7092 Apt Elev 716 748
--	------------------------	--

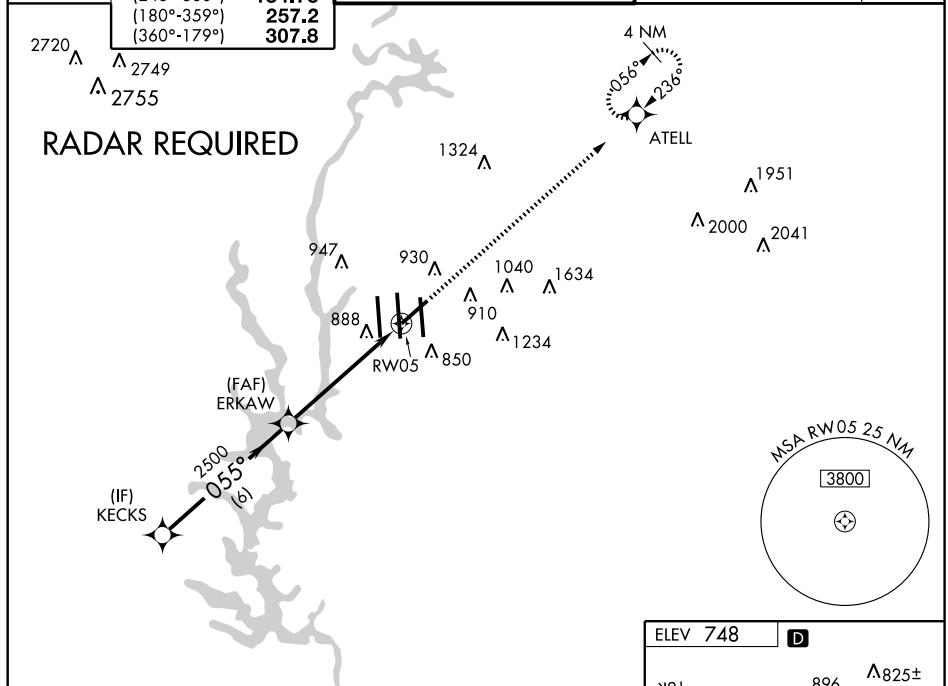
RNAV (GPS) Y RWY 5 CHARLOTTE/DOUGLAS INTL (CLT)

▼ Circling NA at night. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

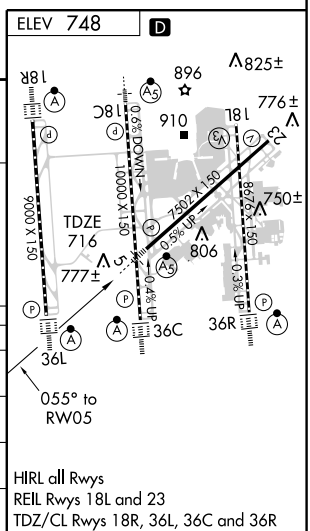


MISSED APPROACH: Climb to 4000 direct ATELL and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15 DEP 132.1	(001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	(Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	(180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	127.15 348.6



<p>VGSI and RNAV glidepath not coincident.</p> <p>4000 ATELL</p> <p>*LNAV only.</p> <p>*1.3 NM to RW05</p> <p>GS 3.00° TCH 51</p> <p>6 NM 4.1 NM 1.3 NM</p>				
CATEGORY	A	B	C	D
LPV DA	916/24		200 (200-½)	
LNAV/VNAV DA	1180/60		464 (500-1¼)	
LNAV MDA	1140/24	424 (400-½)	1140/40 424 (400-¾)	1140/50 424 (400-1)
CIRCLING	1240-1	492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)



WAAS CH 81800 W18B	APP CRS 183°	Rwy Idg 10000 TDZE 742 Apt Elev 748
--	------------------------	--

RNAV (GPS) Y RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

▼ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



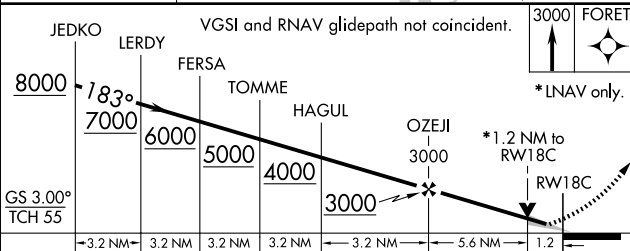
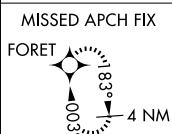
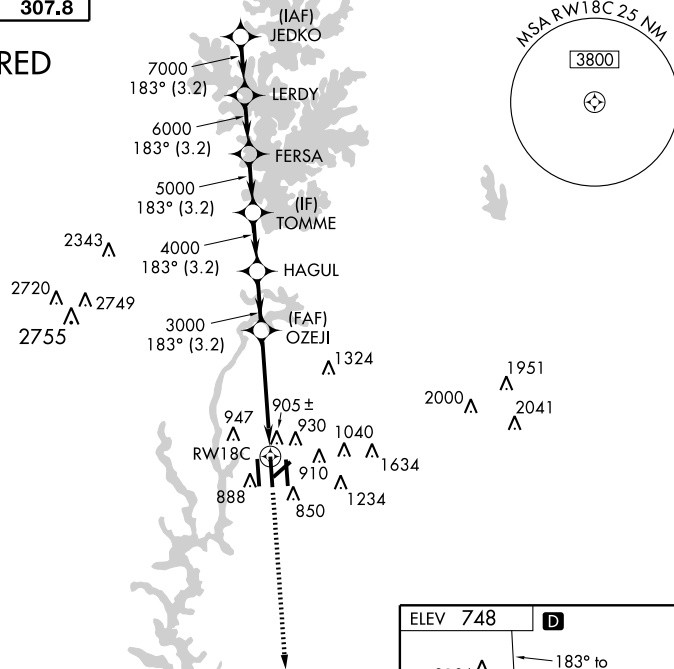
MISSED APPROACH: Climb to 3000 direct FORET and hold.

ATIS	CHARLOTTE APP CON
ARR 121.15	(001°-119°) 128.32
DEP 132.1	(120°-245°) 120.05
	(246°-360°) 134.75
	(180°-359°) 257.2
	(360°-179°) 307.8

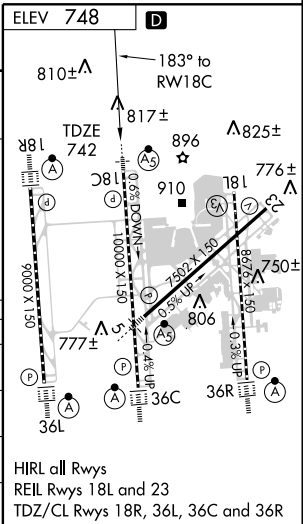
CHARLOTTE TOWER	
(Rwys 18L-36R, 5-23) 118.1	257.8
(Rwy 18C-36C) 126.4	257.8
(Rwy 18R-36L) 133.35	257.8

GND CON	CLNC DEL
(180°-359°) 121.8	348.6
(360°-179°) 121.9	348.6

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	942/24 200 (200-½)			
LNAV/VNAV DA	1192/50 450 (500-1)			
LNAV MDA	1200/24 458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)	
CIRCLING	1240-1 492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)	



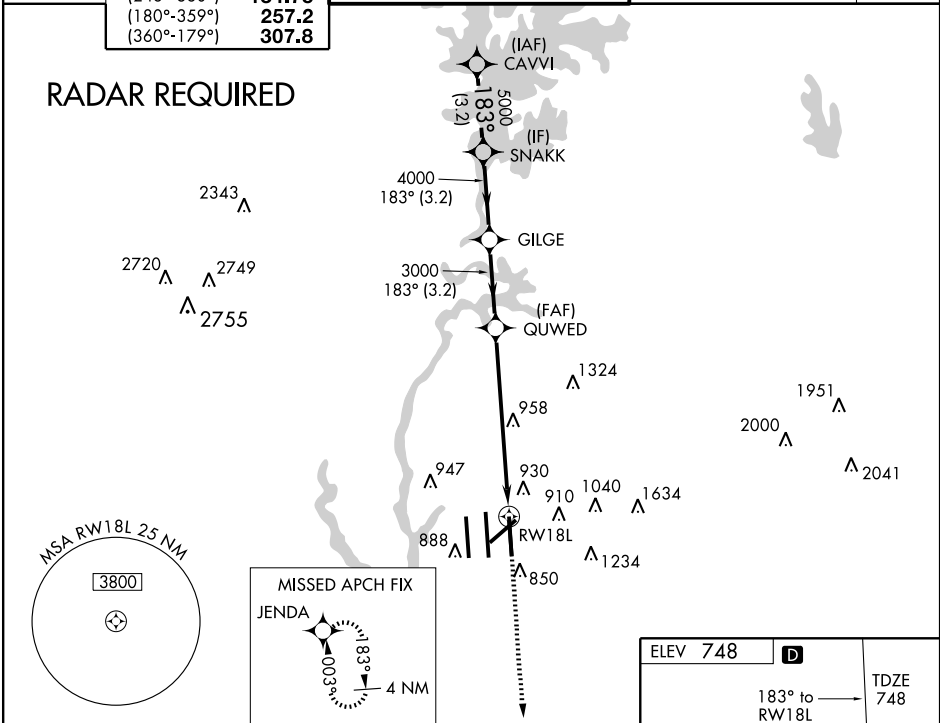
WAAS CH 77500 W18A	APP CRS 183°	Rwy ldg TDZE 748 Apt Elev 748
--	------------------------	---

RNAV (GPS) Y RWY 18L CHARLOTTE/DOUGLAS INTL (CLT)

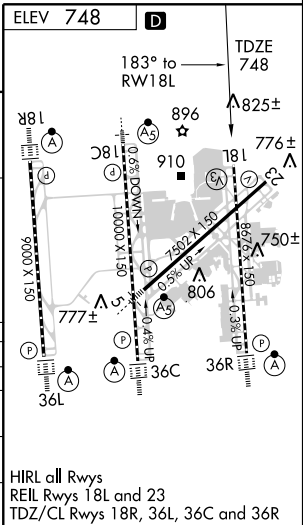
<p>⚠ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct JENDA and hold.</p>
--	---

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



VGSI and RNAV glidepath not coincident.				
	CAVVI	SNAKK	GILGE	QUWED
	6000	5000	4000	3000
	183°			
	GS 3.00°			
	TCH 56			
	3.2 NM	3.2 NM	3.2 NM	5.2 NM
				1.6 NM
				RW18L
				*1.6 NM to RW18L
				*LNAV only.
CATEGORY	A	B	C	D
LPV DA		1083/60	335 (400-1¼)	
LNAV/VNAV DA		1222-1¾	474 (500-1¾)	
LNAV MDA	1260/50	512 (600-1)	1260-1½ 512 (600-1½)	1260-1¾ 512 (600-1¾)
CIRCLING	1260-1	512 (600-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)



WAAS CH 82415 W18D	APP CRS 183°	Rwy Idg TDZE Apt Elev	9000 744 748
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

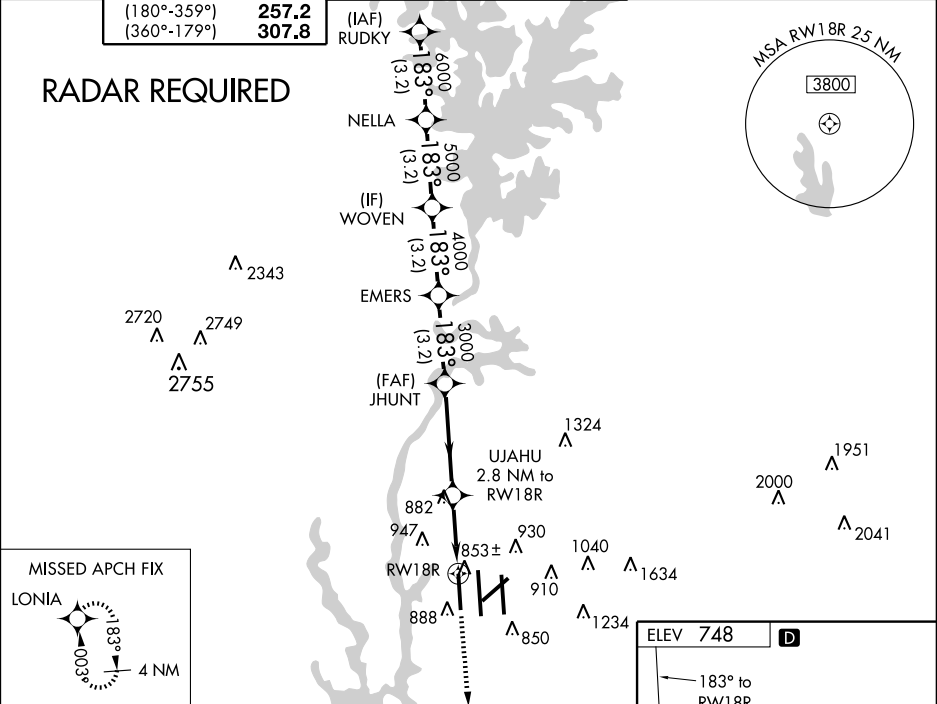
▼ Circling NA at night. For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

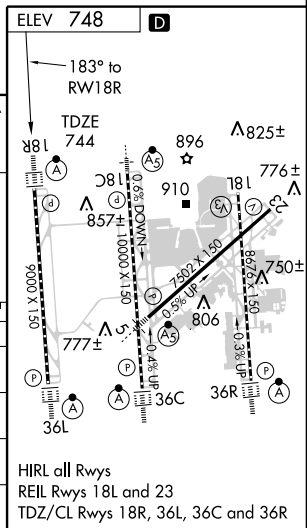
MISSED APPROACH: Climb to 3000 direct LONIA and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



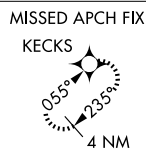
CATEGORY	A	B	C	D
LPV DA	944/24 200 (200-½)			
LNAV/VNAV DA	1262/60 518 (600-1¼)			
LNAV MDA	1160/24 416 (500-½)	1160/40 416 (500-¾)	1160/50 416 (500-1)	
CIRCLING	1240-1 492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)	



RNAV (GPS) Y RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

MISSED APPROACH: Climb to 4000 direct KECKS and hold, continue climb-in-hold to 4000.

RADAR REQUIRED



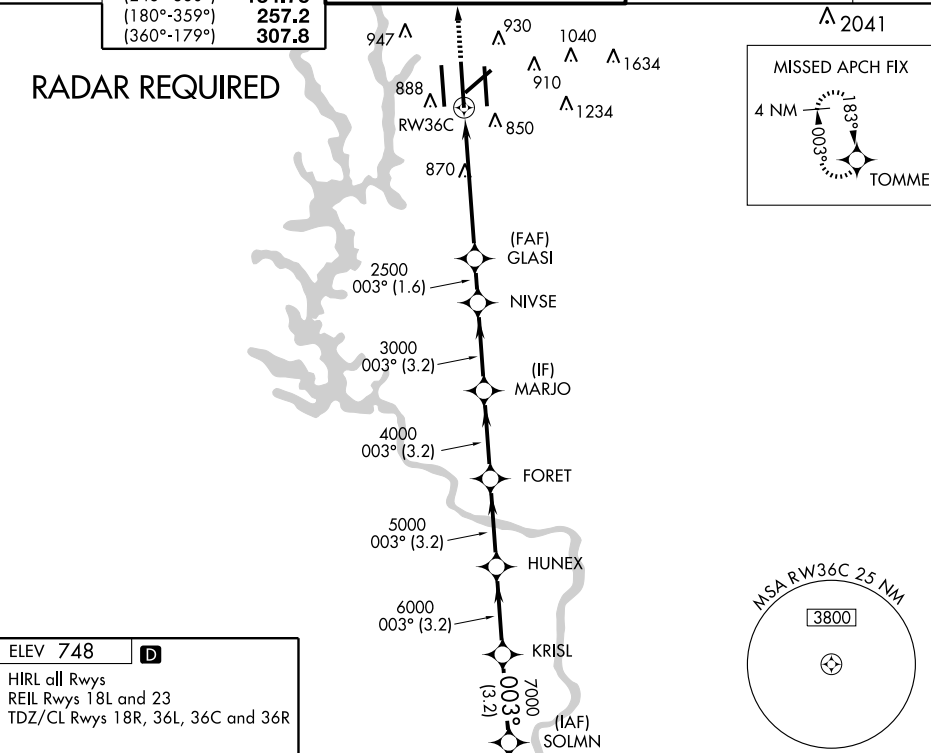
CATEGORY	A	B	C	D
LPV DA	947/40		200 (200-¾)	
RNAV/DA VNAV	1222-1¾		475 (500-1¾)	
RNAV MDA	1180/50	433 (500-1)	1180/60 433 (500-1¼)	1180-1½ 433 (500-1½)
CIRCLING	1240-1	492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2. 26 AUG 2010 to 23 SEP 2010

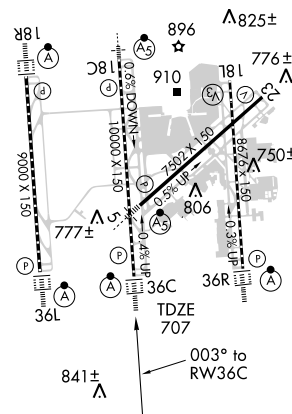
RNAV (GPS) Y RWY 36C
CHARLOTTE/DOUGLAS INTL (CLT)

MISSED APPROACH: Climb to 3000 direct TOMME and hold.

RADAR REQUIRED



ELEV 748	D
HIRL all Rwys	
REIL Rwys 18L and 23	
TDZ/CL Rwys 18R, 36L, 36C and 36R	



3000 **TOMME**

↑ **✱**

VGSI and RNAV glidepath not coincident.

HUNEX KRISL SOLMN

003° 8000

***LNAV only.**

***1.2 NM to RW36C**

RW36C

GLASI 2500

NIVSE 3000

MARJO 4000

FORET 5000

6000

7000

GS 3.00° TCH 57

1.2 4.2 NM 1.6 NM 3.2 NM 3.2 NM 3.2 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
LPV DA		907/24	200 (200-½)	
LNAV/VNAV DA		1182/60	475 (500-1¼)	
LNAV MDA	1140/24 433 (400-½)		1140/40 433 (400-¾)	1140/50 443 (400-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

WAAS CH 56515 W36A	APP CRS 003°	Rwy Idg TDZE 744 Apt Elev 748
--	------------------------	---

RNAV (GPS) Y RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

▼ Circling NA at night. For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

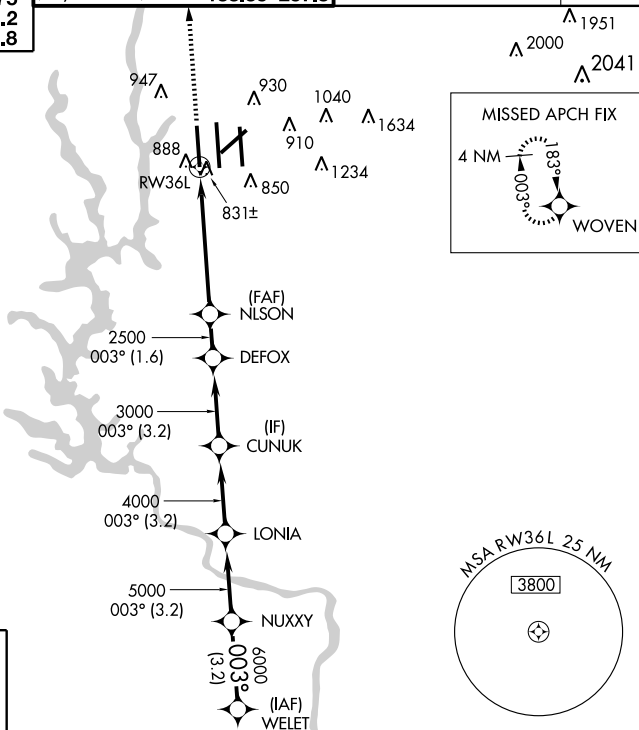
ALSF-2



MISSED APPROACH: Climb to 3000 direct WOVEN and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

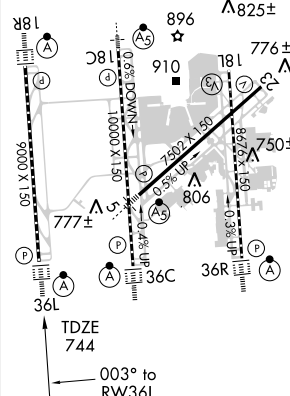
RADAR REQUIRED



ELEV 748



HIRL all Rwy's
REIL Rwy's 18L and 23
TDZ/CL Rwy's 18R, 36L, 36C and 36R



3000 WOVEN



VGSI and RNAV glidepath not coincident.

*LNAV only.

*1.1 NM to RW36L

RW36L

2500

3000

32 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

3.2 NM

CATEGORY	A	B	C	D
LPV DA	944/24 200 (200-½)			
LNAV/VNAV DA	1113/40 369 (400-¾)			
LNAV MDA	1140/24 396 (400-½)			1140/50 396 (400-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

WAAS CH 90100 W36D	APP CRS 003°	Rwy ldg TDZE 8676 Apt Elev 748
--	------------------------	--

RNAV (GPS) Y RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

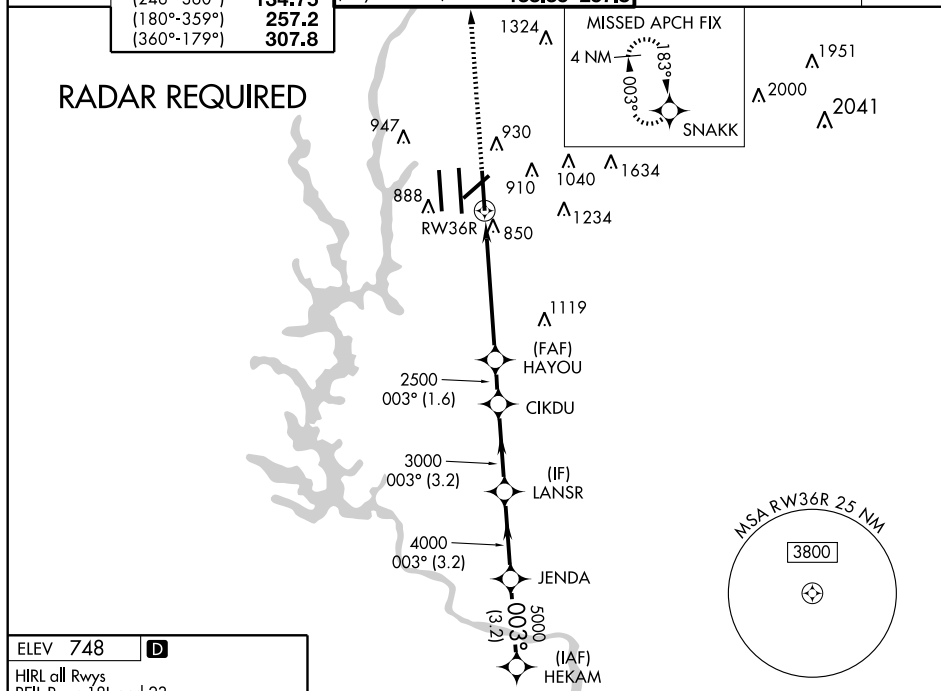
▼ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.



MISSED APPROACH: Climb to 3000 direct SNAKK and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

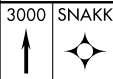
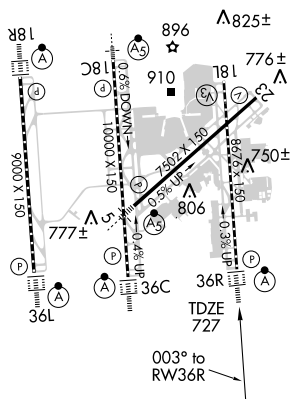
RADAR REQUIRED



ELEV 748

D

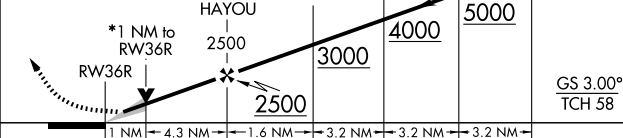
HIRL all Rwws
REIL Rwws 18L and 23
TDZ/CL Rwws 18R, 36L, 36C and 36R



VGSI and RNAV glidepath not coincident.

HEKAM

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	927/24 200 (200-½)			
LNAV/VNAV DA	1190/50 463 (500-1)			
LNAV MDA	1120/24 393 (400-½)			1120/50 393 (400-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

CHARLOTTE, NORTH CAROLINA

Amdt 3 11FEB10

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

RNAV (GPS) Y RWY 36R

APP CRS **055°**
 Rwy Idg **7092**
 TDZE **716**
 Apt Elev **748**

RNAV (RNP) Z RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

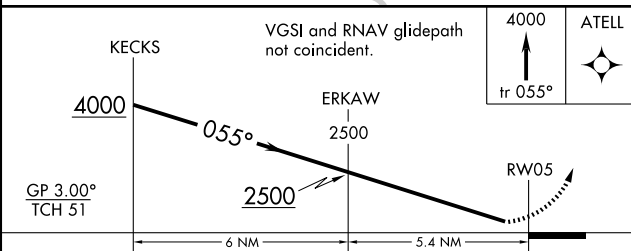
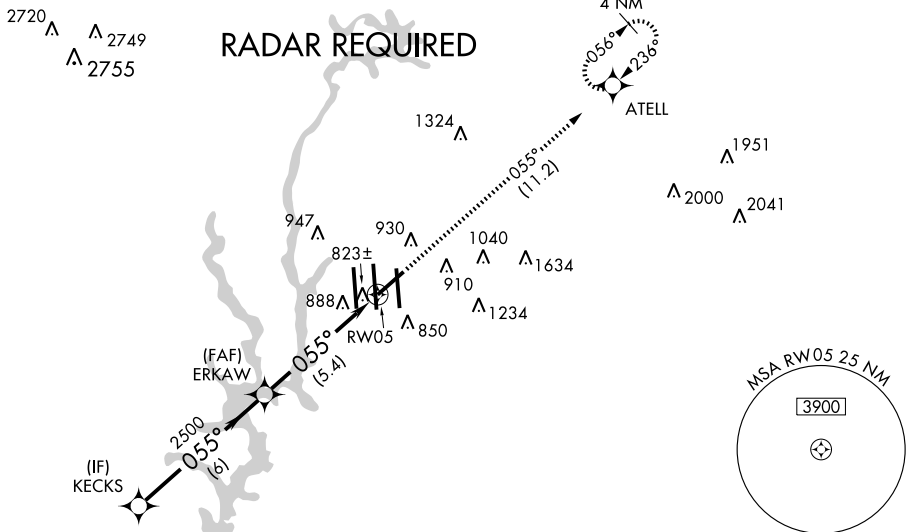
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¼ mile.

MALSR



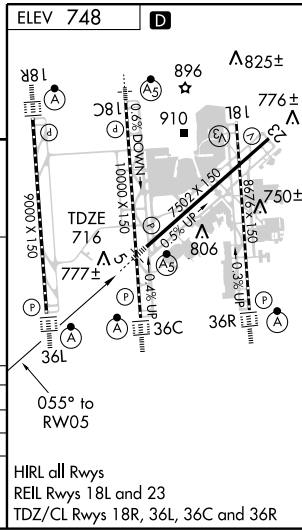
MISSED APPROACH: Climb to 4000 via track 055° to ATELL and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



CATEGORY	A	B	C	D
RNP 0.11 DA		1061/40	345 (400-¾)	
RNP 0.30 DA		1216/60	500 (500-1¼)	

**SPECIAL AIRCRAFT AND AIRCREW
 AUTHORIZATION REQUIRED**



HIRL all Rwys
 REIL Rwys 18L and 23
 TDZ/CL Rwys 18R, 36L, 36C and 36R

APP CRS **183°**
Rwy Idg **10000**
TDZE **742**
Apt Elev **748**

RNAV (RNP) Z RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1½ mile.

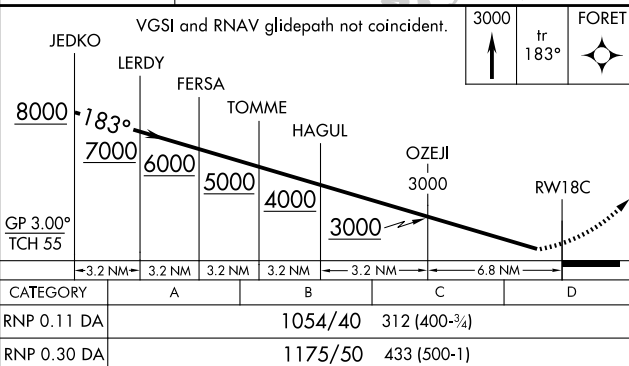
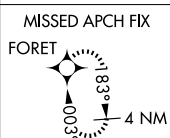
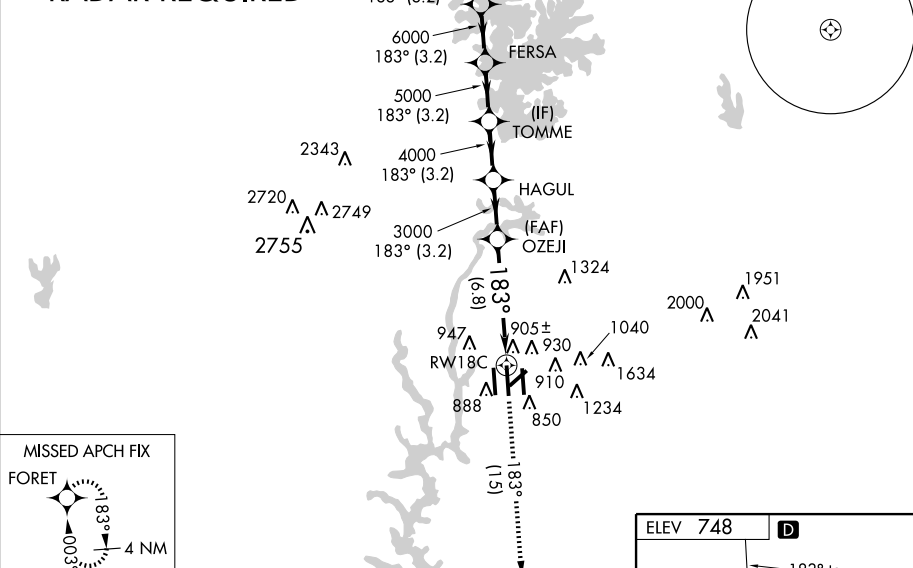
MALSR



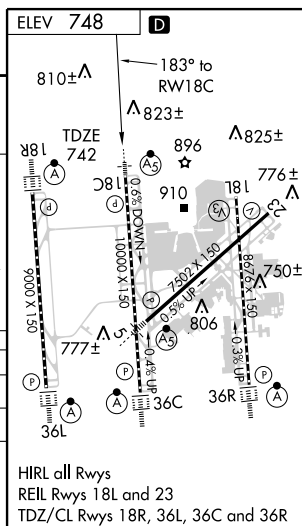
MISSED APPROACH: Climb to 3000 via track 183° to FORET and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

APP CRS **183°**
Rwy Idg **8676**
TDZE **748**
Apt Elev **748**

RNAV (RNP) Z RWY 18L

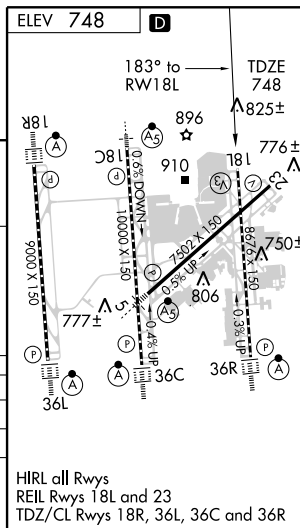
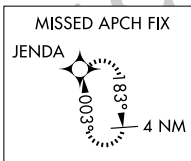
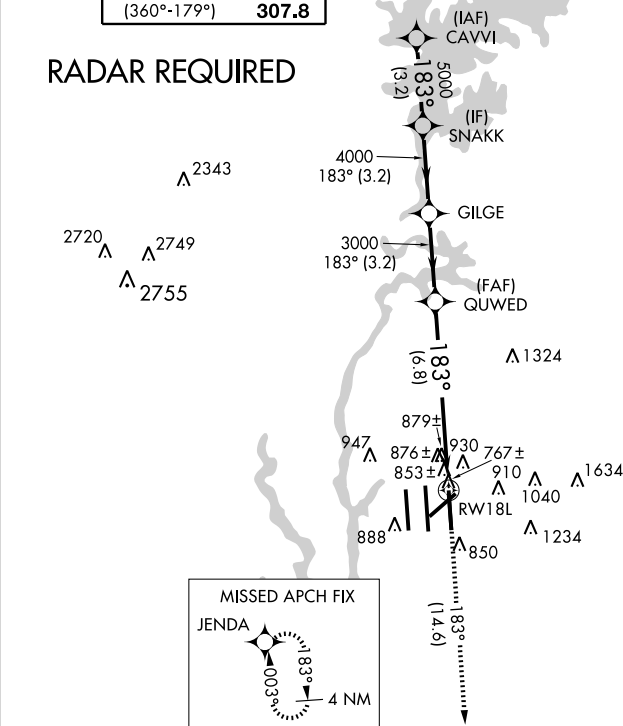
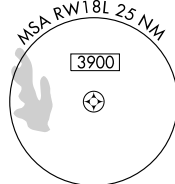
CHARLOTTE/DOUGLAS INTL (CLT)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3000 via track 183° to JENDA and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.11 DA	1091/60	343 (400-1¼)		
RNP 0.30 DA	1202-1½	454 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

APP CRS	Rwy Idg	9000
183°	TDZE	744
	Apt Elev	748

RNAV (RNP) Z RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

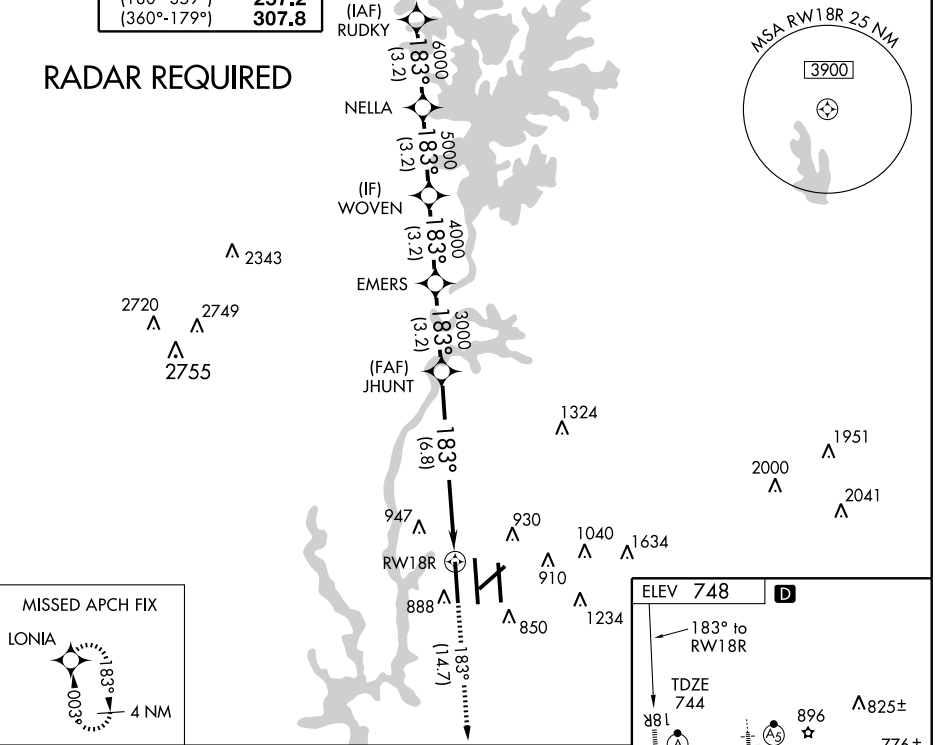
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.



MISSED APPROACH: Climb to 3000 via track 183° to LONIA and hold.

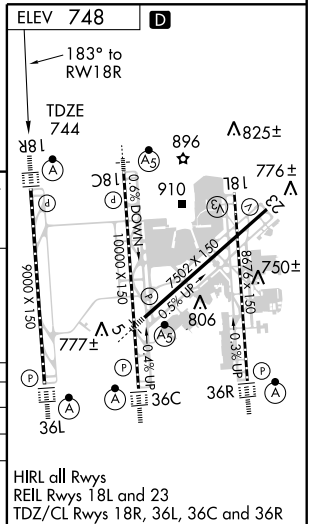
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.11 DA	1026/24	282 (300-½)		
RNP 0.30 DA	1085/40	341 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	7502
236°	TDZE	747
	Apt Elev	748

RNAV (RNP) Z RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

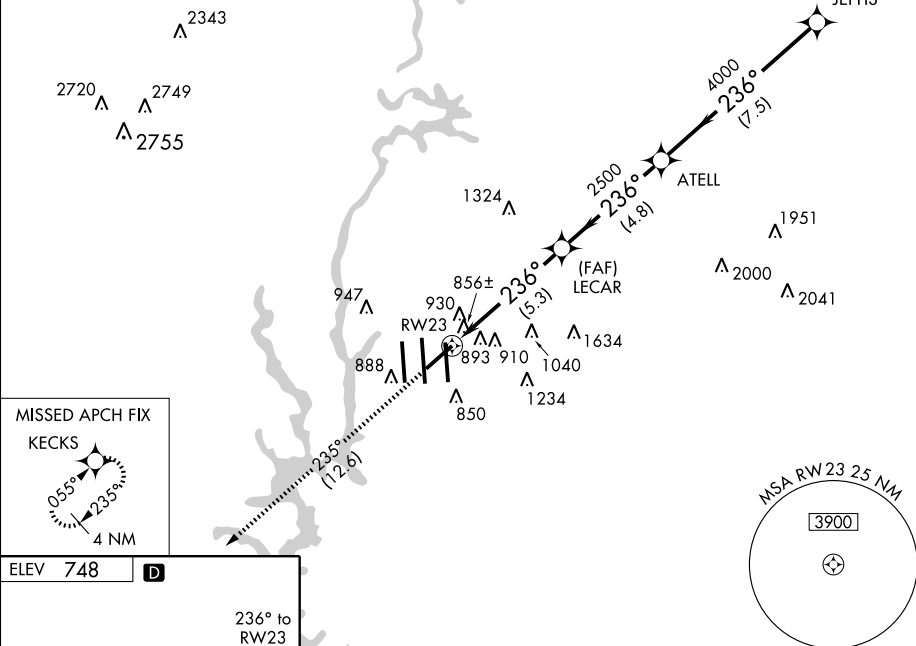
T GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 235° to KECKS and hold, continue climb-in-hold to 4000.

ATIS		CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CNLC DEL
ARR	121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP	132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
		(246°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8			

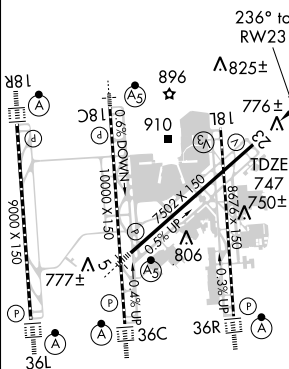
RADAR REQUIRED

(IF)
JEPHS




ELEV 748

D

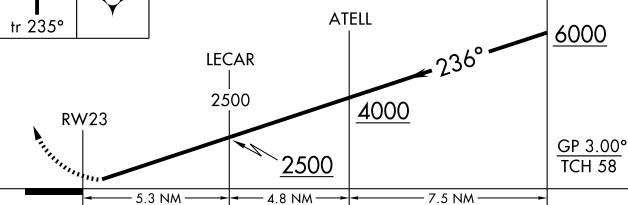


HIRL all Rwy's
REIL Rwy's 18L and 23
TDZ/CL Rwy's 18R, 36L, 36C and 36R

4000 ↑ tr 235°	KECKS 
----------------------	--

VGSI and RNAV glidepath not coincident.

JEPHS



CATEGORY	A	B	C	D
RNP 0.11 DA		1091/60	344 (400-1¼)	
RNP 0.30 DA		1219-1½	472 (500-1½)	

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

CHARLOTTE, NORTH CAROLINA
Orig 11FEB10

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (RNP) Z RWY 23

SE-2. 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 36C
CHARLOTTE/DOUGLAS INTL (CLT)

MISSED APPROACH: Climb to 3000 via track 003° to TOMME and hold.

CLNC DEL	
127.15	
348.6	

MISSED APCH FIX

4 NM

183°

003°

TOMME

3000 ↑ tr 003°	TOMME ✦		VGSI and RNAV glidepath not coincident.					SOLMN	
		GLASI 2500	NIVSE 3000	MARJO 4000	FORET 5000	HUNEX 6000	KRISL 7000	003°	8000
RW36C		5.4 NM	1.6 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM	GP 3.00 TCH 57
CATEGORY		A		B			C		D
RNP 0.11 DA				1040/40			333 (300-¾)		
RNP 0.30 DA				1143/50			436 (400-1)		

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

APP CRS 003°	Rwy Idg TDZE Apt Elev	9000 744 748
------------------------	-----------------------------	---

RNAV (RNP) Z RWY 36L
CHARLOTTE/DOUGLAS INTL (CLT)

T GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

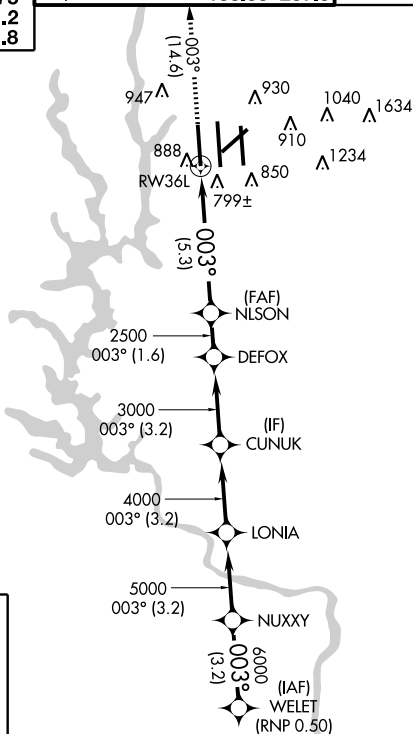
ALSF-2



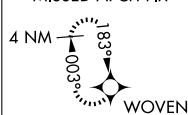
MISSED APPROACH: Climb to 3000
via track 003° to WOVEN and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



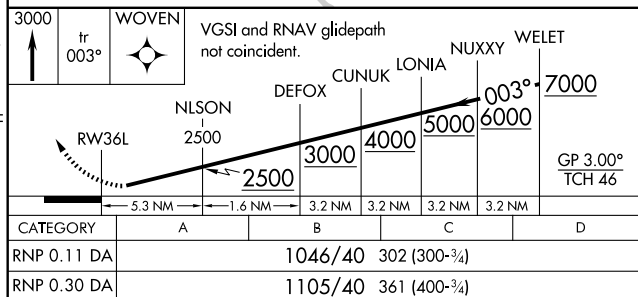
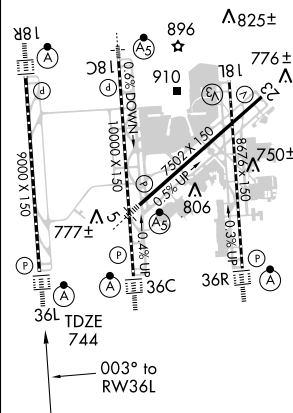
MISSED APCH FIX



ELEV 748



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

CHARLOTTE, NORTH CAROLINA
Orig 11FEB10

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (RNP) Z RWY 36L

SE-2. 26 AUG 2010 to 23 SEP 2010

APP CRS **003°**
Rwy Idg **8676**
TDZE **748**
Apt Elev **748**

RNAV (RNP) Z RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½ mile.

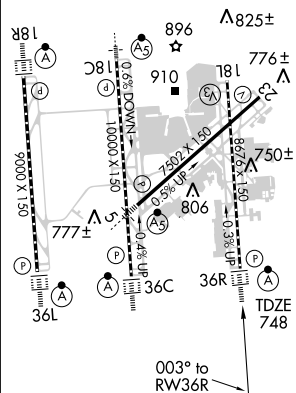
ALSF-2
A

MISSED APPROACH:
Climb to 3000 via track
003° to SNAKK and hold.

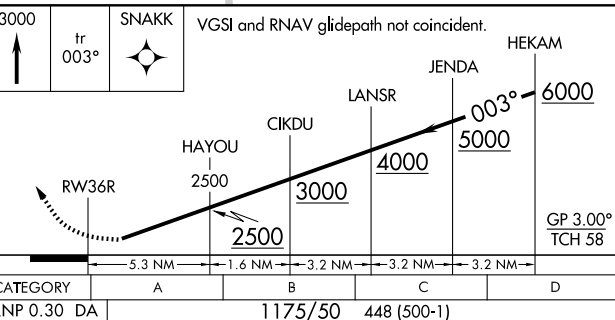
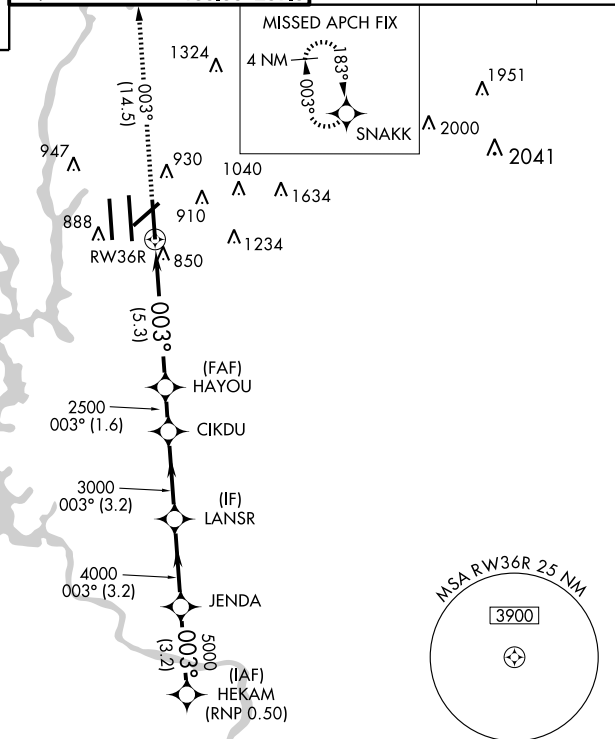
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED

ELEV 748 **D**
HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



CHARLOTTE TOWER	GND CON	CLNC DEL
(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
(Rwy 18R-36L) 133.35 257.8		



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (RNP) Z RWY 36R

SHINE FIVE ARRIVAL



SU)SUSY THREE ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON

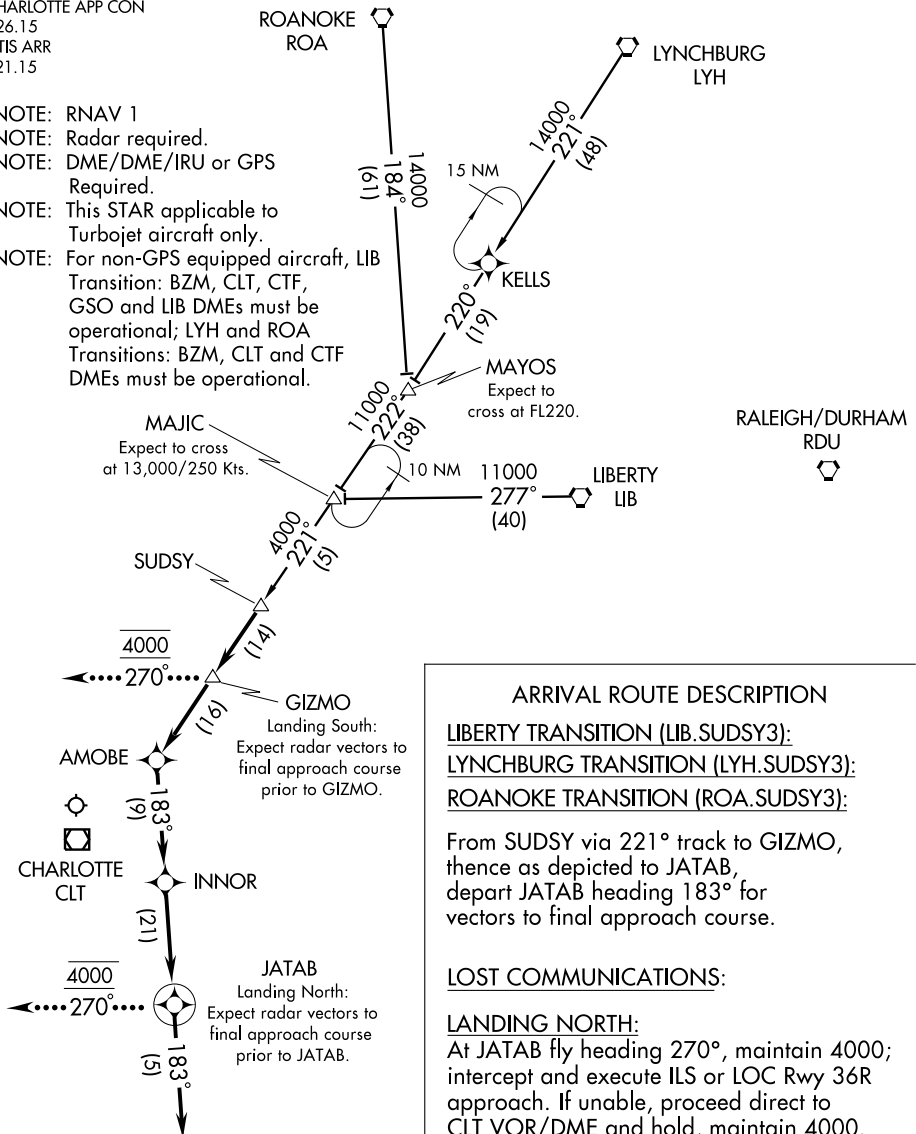
126.15

ATIS ARR

121.15

NOTE: RNAV 1

NOTE: Radar required.

NOTE: DME/DME/IRU or GPS
Required.NOTE: This STAR applicable to
Turbojet aircraft only.NOTE: For non-GPS equipped aircraft, LIB
Transition: BZM, CLT, CTF,
GSO and LIB DMEs must be
operational; LYH and ROA
Transitions: BZM, CLT and CTF
DMEs must be operational.

ARRIVAL ROUTE DESCRIPTION

LIBERTY TRANSITION (LIB.SUDSY3):LYNCHBURG TRANSITION (LYH.SUDSY3):ROANOKE TRANSITION (ROA.SUDSY3):

From SUDSY via 221° track to GIZMO,
thence as depicted to JATAB,
depart JATAB heading 183° for
vectors to final approach course.

LOST COMMUNICATIONS:LANDING NORTH:

At JATAB fly heading 270°, maintain 4000;
intercept and execute ILS or LOC Rwy 36R
approach. If unable, proceed direct to
CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH:

At GIZMO fly heading 270°, maintain 4000;
intercept and execute ILS or LOC Rwy 18L
approach. If unable, proceed direct to
CLT VOR/DME and hold, maintain 4000.

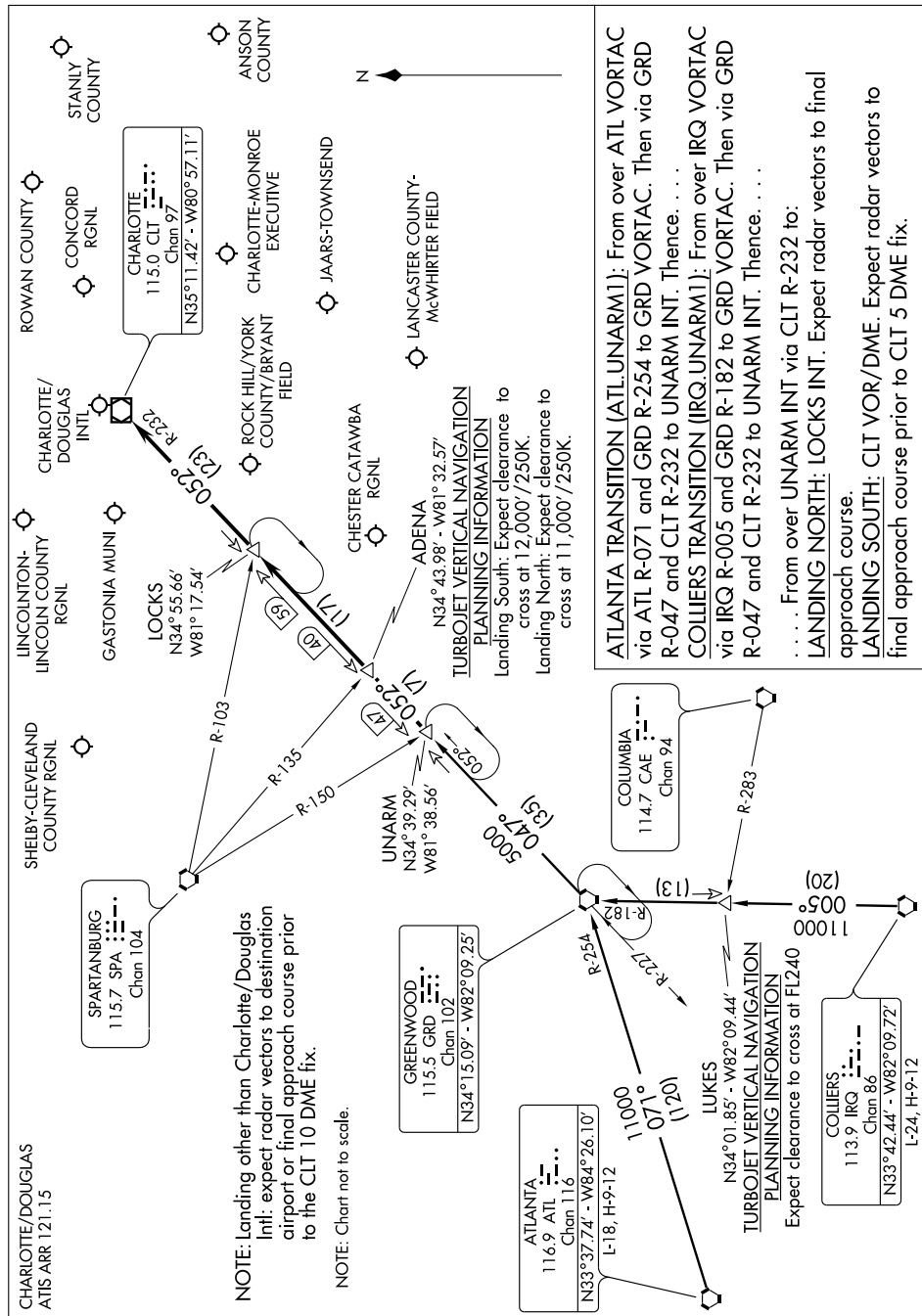
NOTE: Chart not to scale.

SU)SUSY THREE ARRIVAL (RNAV)

(SU)SUSY.SUDSY3) 08269

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL

SE-2, 26 AUG 2010 to 23 SEP 2010



CHARLOTTE, NORTH CAROLINA

ZAYER ONE DEPA
(ZAYER1.ZAYER) 10098

AATIS DEP
 1132.1
 CLINC DEL
 1127.15 3
 GND CON
 1121.8 34
 1121.9 34
 CHARLOT
 1118.1 25
 1126.4 25
 1133.35 2
 CHARLOT
 1120.5 25

VOLUNTEER

15300
* 88
VXV

$\frac{15300}{8400} = 1.8095$
 $\frac{15300}{8400} = 1.8095$
 $\frac{15300}{8400} = 1.8095$

274°
(225)

ASHVILLE
BNA

NOTE: For Turbojets only.

NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLINC DEL.

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar Required.

NOTE: For non-

NOTE: Not all of the equipped aircraft DMEs must be operational.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Do not exceed 280 KIAS until advised by ATC.

SE-2. 26 AUG 2010 to 23 SEP 2010

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then left turn direct KATSE, then via depicted route to HEDMA, thence

TAKEOFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to HEDMA, thence

TAKEOFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to HEDMA, thence

TAKEOFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to HEDMA, thence

TAKEOFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then via depicted route to HEDMA, thence

TAKEOFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then left turn direct KATSE, then via depicted route to HEDMA, thence

TAKEOFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to HEDMA, thence

TAKEOFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to HEDMA, thence

. . . . via depicted route to ZAVR. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (ZAVR1.BNA):

VOLUNTEER TRANSITION (ZAVR1.VXV):

TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.

Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.

RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.

Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

AIRPORT DIAGRAM

AFD-471 [USN]

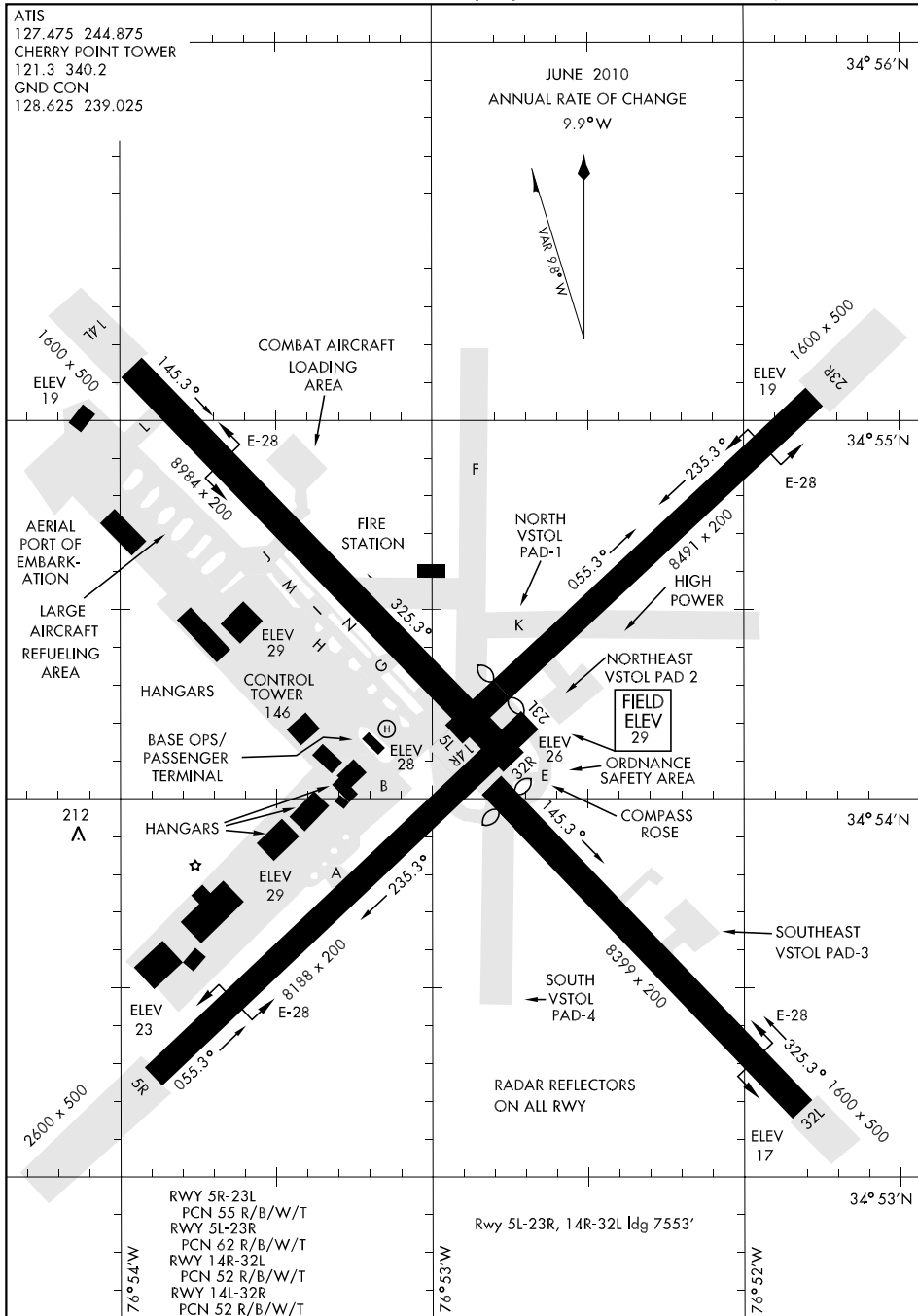
CHERRY POINT, NORTH CAROLINA

ATIS
127.475 244.875
CHERRY POINT TOWER
121.3 340.2
GND CON
128.625 239.025

JUNE 2010
ANNUAL RATE OF CHANGE
9.9°W

34°56'N

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA
CHERRY POINT MCAS (KNKT)

WILGROVE AIR PARK (8A6) 9 E UTC-5(-4DT) N35°12.83' W80°40.20'

CHARLOTTE

799 B FUEL 100LL NOTAM FILE RDU

RWY 17-35: H2835X40 (ASPH) S-10 LIRL (NSTD)

RWY 17: Thld dsplcd 100'. Trees.

RWY 35: Thld dsplcd 525'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Arpt CLOSED to pure jet powered acft. Tall steel tower 2 miles from thld

Rwy 17 approximately 6000' right of centerline. 50 ft trees within 80 ft of centerline both sides of rwy.

Numerous obstructions within 60 ft from centerline 15 ft-40 ft in height. Deer invof arpt. Rwy 35 dsplcd thld

marked for day ops with three cones each side of rwy. Rwy 17-35 NSTD LIRL, no thld lgts. Rotating bcn ops

dusk-0600Z±. LIRL Rwy 17-35 opr dusk-0600Z±. ACTIVATE NSTD LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.725

CHARLOTTE-MONROE EXECUTIVE (See MONROE)

CHERRY POINT MCAS (CUNNINGHAM FLD) (NKT)(KNKT) MC 2 NE UTC-5(-4DT)

CHARLOTTE

N34°54.19' W76°52.85'

H-9C, L-35B

DIAP, AD

29 B Class I, ARFF Index Ltd. NOTAM FILE RDU Not insp.

RWY 14L-32R: H8984X200 (ASPH) PCN 52 R/B/W/T HIRL

RWY 05L-23R: H8491X200 (ASPH) PCN 62 R/B/W/T HIRL

RWY 05L: Thld dsplcd 938'.

RWY 23R: MALSF. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 14R-32L: H8399X200 (ASPH) PCN 52 R/B/W/T HIRL CL

RWY 14R: Thld dsplcd 846'.

RWY 32L: ALSF1. PAPI(P4L)—GA 3.0° TCH 76'.

RWY 05R-23L: H8188X200 (ASPH) PCN 55 R/B/W/T HIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05L: TORA-8491 TODA-8491 ASDA-8491 LDA-7553

RWY 14R: TORA-8399 TODA-8399 ASDA-8399 LDA-7553

RWY 23R: TORA-7553 TODA-8491 ASDA-8491 LDA-7553

RWY 32L: TORA-7553 TODA-8399 ASDA-8399 LDA-7553

ARRESTING GEAR/SYSTEM

RWY 05R HOOK E28(B) (1500')

RWY 14L ← HOOK E28(B) (1500')

HOOK E28(B) (1500') → **RWY 32L**

HOOK E28(B) (1500') **RWY 23R**

MILITARY SERVICE: LGT Portable lgt—mobile flood lgt.

A-GEAR All E-28(B) in raised position except on ldg rwy. Rqr

15 minutes prior notice. **JASU** 2(GTC-85) 1(NCPP-105). 2 working days prior notice rqr. **FUEL** J5. Hot pit refuel

avbl. **FLUID** SP PRESAIR HPOX LOX **TRAN ALERT** Limited tran maintenance avbl Mon-Fri 1200-2100Z±.

Transient acft with inert ordnance, hot pit refuel limited to F18 and USAF F15, F16 and A10 acft only. Hot pit

refuel with inert ordnance avbl Mon-Fri 1200-0300Z±, Sat-Sun 1700-0059Z±. No lavatory svc avbl.

MILITARY REMARKS: Opr 24 hrs expect; fld closure on National holiday weekends. See FLIP AP/1 Supplementary Arpt

Remarks. **RSTD** ATC terminology "centermat" is defined as the center of the afld where the four rwys intersect.

PPR all tran acft (min 24 hr in advance). Call Base OPS DSN 582-2233, C252-466-2233. Flight Planning/Base

OPS opr 24 hr. All rwy and twy, except Twy A, Twy C and Twy M will support all acft at all weight. Twy H limited to

helicopters only between fuel pit 5 and Twy J. Acft rstd from taxiing on Twy K between Rwy 23R and Test Cell.

Towing ops only. **CAUTION** Unlit twr at NKT 200006 549'. Extensive student jet training vertical and short take-off

and landing aircraft vicinity of arpt. Tran acft expect straight-in full stop ldg only during peak student training

periods. Bird hazard Oct-Apr. Drainage ditches parallel all rwy. Wildlife hazard on arpt, especially SS-SR.

Obstruction approximately 200' near NKT R-205/3. **TFC PAT** Ldg/taxi lgt rqr all ldg. Reduced rwy separation in

effect for USN/USMC acft. **CS/TMS/AG/IMG** CS/TMS, AG avbl with 24 hr prior notice. Reference Foreign Clearance

Guide for details. **MISC** 24 hr prior notice rqr of all distinguished visitor codes, etc Base OPS DSN 582-2233,

C252-466-2233. All acft with passenger/cargo/distinguished visitor ctc PTD 20 min prior to ldg.

COMMUNICATIONS: SFA ATIS 127.475 244.875

Ⓡ **APP/DEP CON** 119.35 377.175 (West) 124.1 268.7 (East abv 2600') 132.575 299.6 (East at/blo 2600') 119.75 360.775 (North)

TOWER 121.3 340.2 360.2 (Expect fld closure on National holiday weekends) **GND CON** 128.625 239.025

CLNC DEL 125.95 316.125 **PM/SV METRO** 343.5 **BASE OPS** 126.2 305.7

AIRSPACE: CLASS D svc continuous, expect fld closure on National holiday weekends.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

(L) **TACAN** Chan 75 NKT (112.8) N34°54.13' W76°52.49' at fld. 28/9W.

TACAN azimuth unusable:

052°-060° byd 10 NM blo 3,000'

061°-089° byd 6 NM blo 5,000'

090°-109° byd 10 NM blo 3,000'

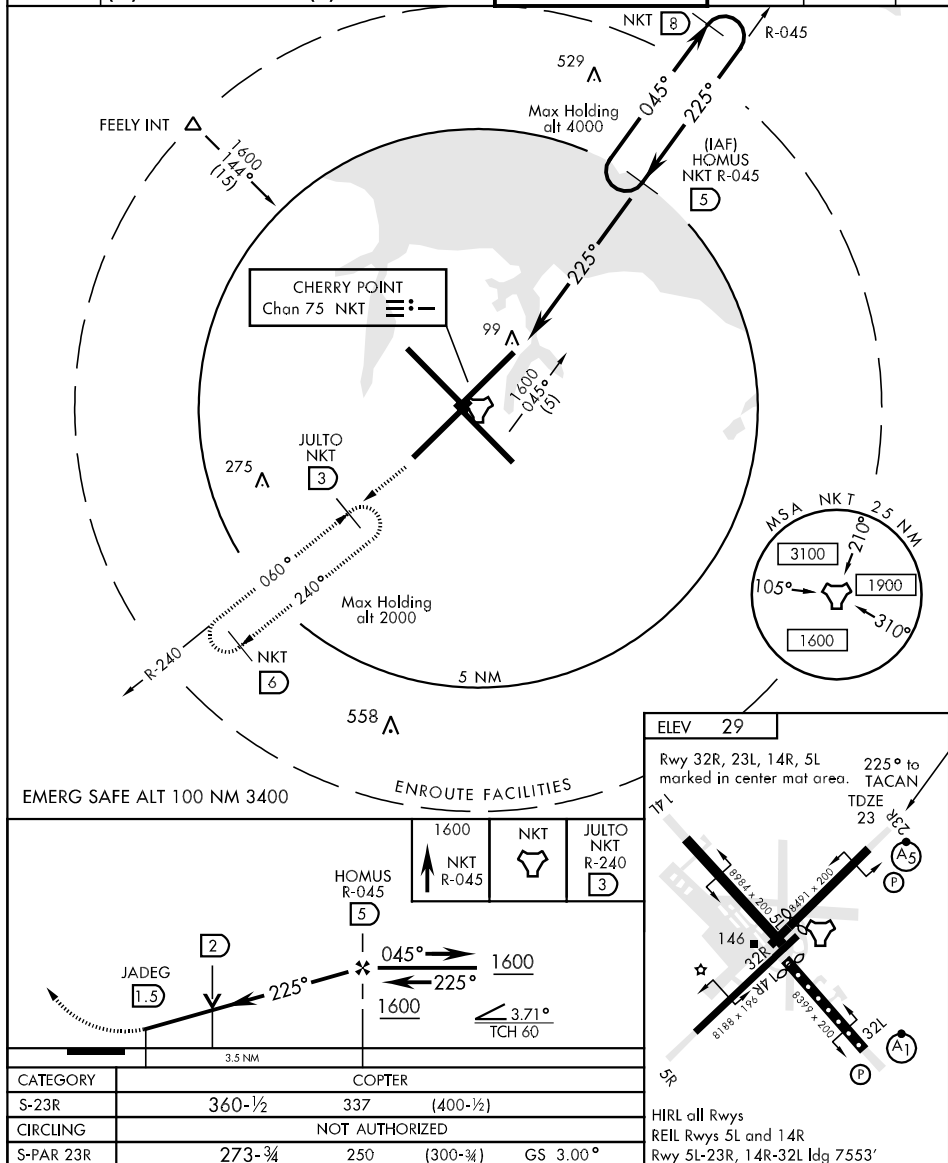
ILS/DME 108.9 I-NKT Chan 26 Rwy 23R. GS unusable byd 6° left of course.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

TACAN NKT Chan 75	APCH CRS 225°	Rwy Idg TDZE Arpt Elev 7553 23 29	AL-471 [USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)
-----------------------------	-------------------------	---	--------------	---

<div><div></div><div>Procedure not authorized for tiltrotor aircraft.</div></div>				<div><div><div>MALS</div><div><div>A5</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div></div>	
---	--	--	--	---	--



HI-TACAN RWY 14L

TACAN NKT
Chan 75

APCH CRS
142°

Rwy Idg	8984
TDZE	26
Arpt Elev	29

JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)



MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN then via R-154 to TARHL and hold.

ATIS

127.475
244.875

CHERRY POINT APP CON

(E) 124.1 268.7 (abv 2600')
(E) 132.575 299.6 (at/blw 2600')
(W) 119.35 377.175 (N) 119.75 360.775

CHERRY POINT TOWER

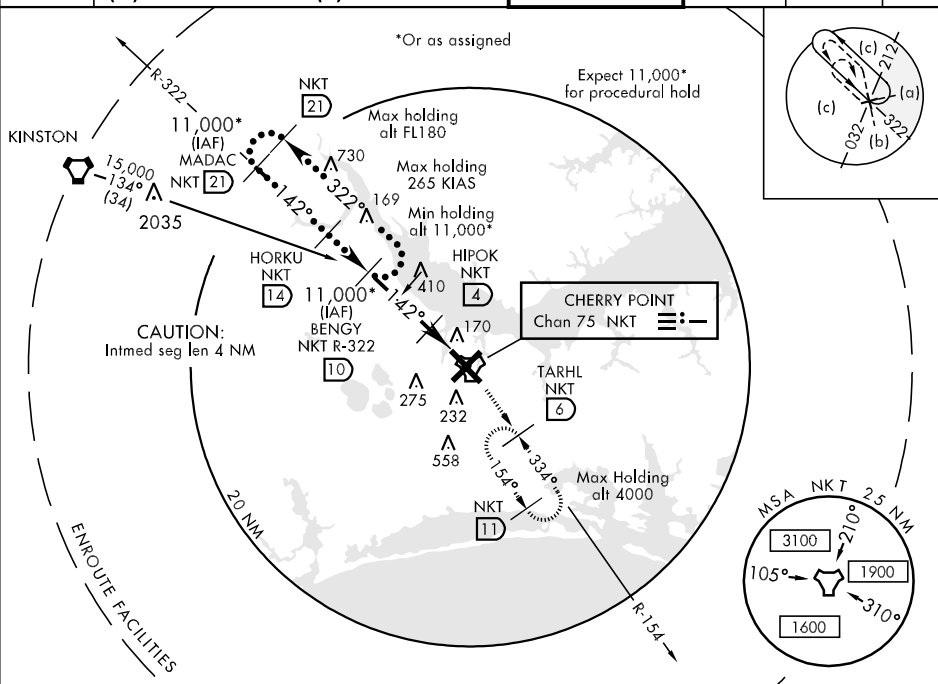
121.3 340.2

GND CON

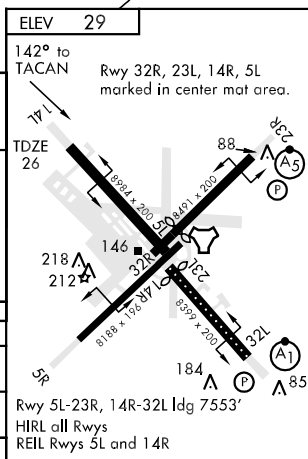
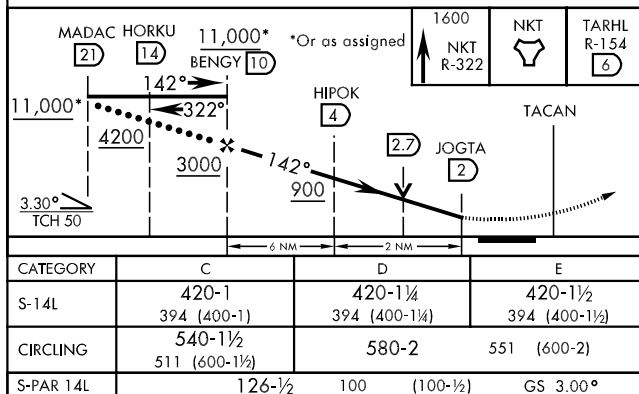
128.625
239.025

CLNC DEL

125.95
316.125

ASR/
PAR

EMERG SAFE ALT 100 NM 3400



CHERRY POINT, NORTH CAROLINA


34°54'N-76°53'W

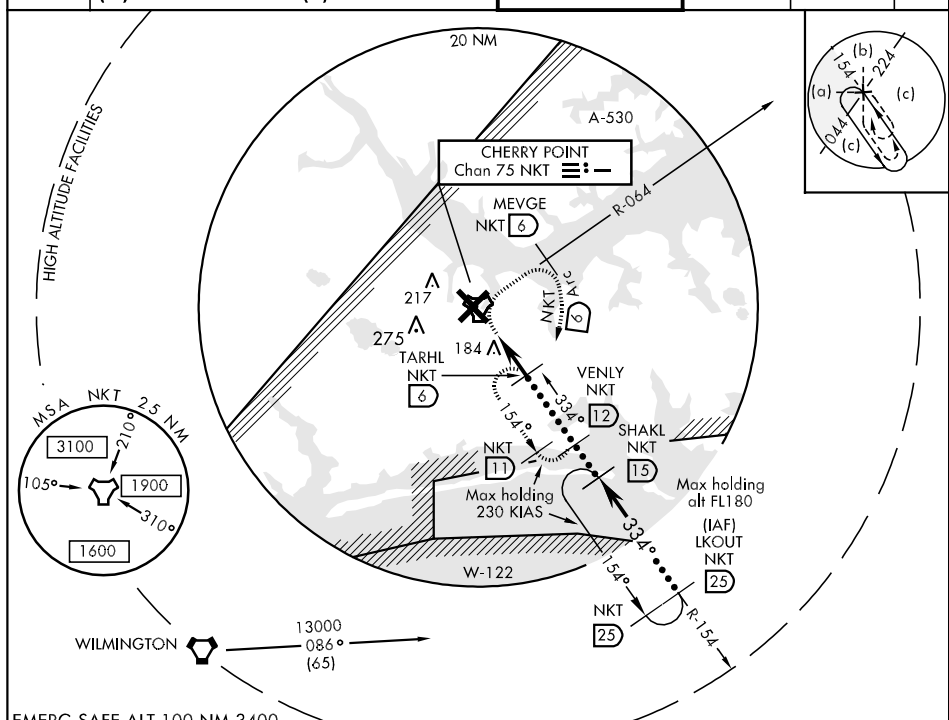
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 1 10154

HI-TACAN RWY 14L

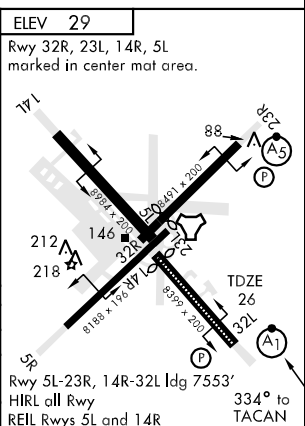
TACAN Chan 75	APCH CRS 334°	Rwy ldg TDZE 26 Arpt Elev 29	JAL-471 [USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)
-------------------------	-------------------------	--	---------------	---

* When ALS inop, increase vis CAT CD to 1 ¼ mile, CAT E to 1½ mile. PAR to ½ mile.			ALSF-1 		MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.				
ATIS 127.475 244.875		CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775			CHERRY POINT TOWER 121.3 340.2		GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR




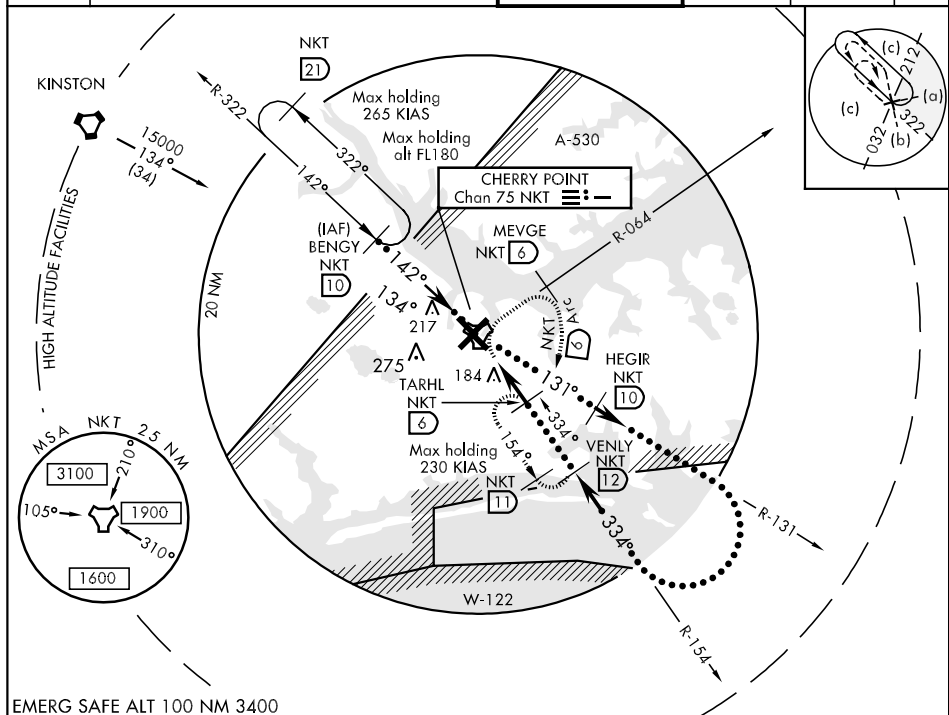
EMERG SAFE ALT 100 NM 3400

1600 NKT R-064		MEVGE NKT 6		VENLY 12 2400		LKOUT R-154 25 13,000	
TACAN		OSHEN 1.2 2.2 1600		TARHL 6 2400		334° 2.95° TCH 50	
		4.8 NM					
CATEGORY	C			D		E	
S-32L *	440-3/4			414 (500-3/4)		440-1 414 (500-1)	
CIRCLING	540-1 1/2 511 (600-1 1/2)			580-2 551		(600-2)	
S-PAR 32L *	126-1/4			100 (100-1/4)		GS 3.00°	

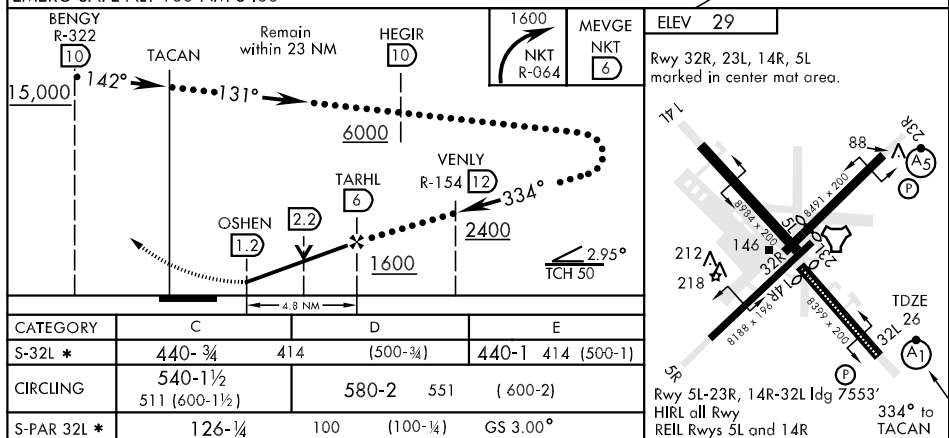



HI-TACAN Z RWY 32L

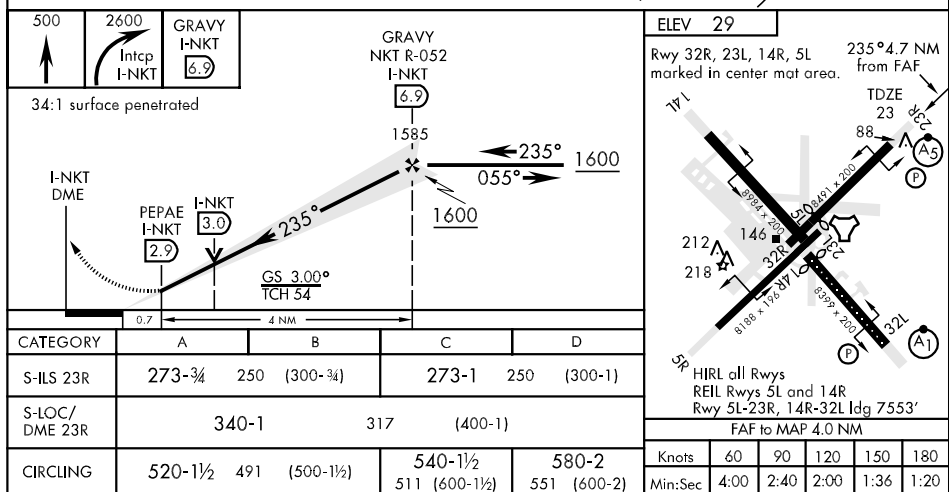
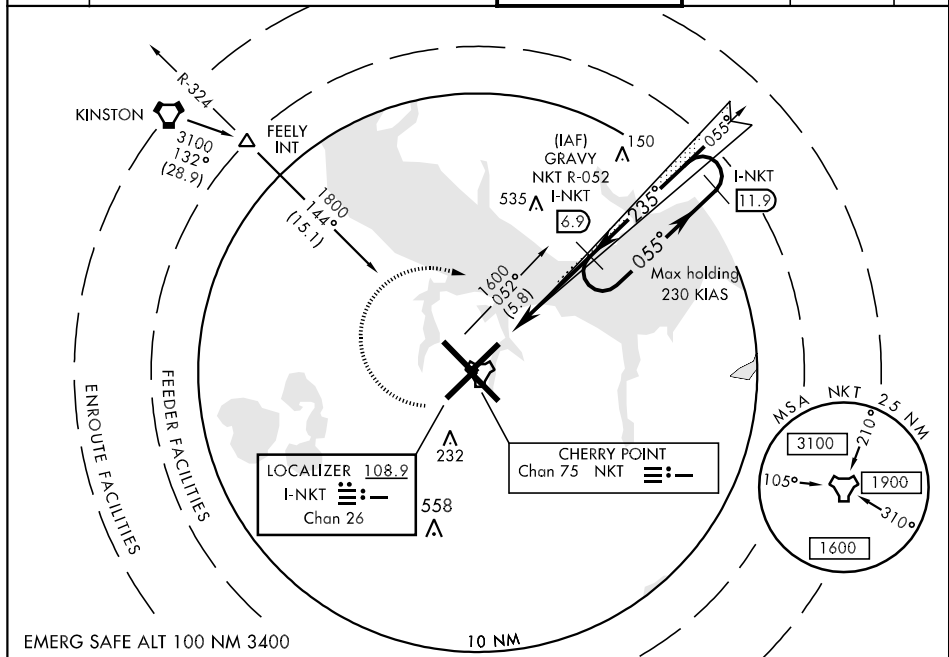
TACAN Chan	NKT 75	APCH CRS 334°	Rwy Idg 7553 TDZE 26 Arpt Elev 29	JAL-471 [USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)			
▼ * When ALS inop, increase vis CAT CD to 1½ mile, CAT E to 1½ mile. PAR to ½ mile.				ALSF-1 	MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.			
ATIS 127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775			CHERRY POINT TOWER 121.3 340.2		GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR



EMERG SAFE ALT 100 NM 3400



LOC I-NKT 108.9 Chan 26		APCH CRS 235°	Rwy Idg 7553 TDZE 23 Alt Elev 29	AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)				
▼ CAUTION: ILS RPI and PAPI RRP are not coincident.				 MALS R 4500	MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via I-NKT north crs to GRVY INT and hold.			
ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775			CHERRY POINT TOWER 121.3 340.2		GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

LOC I-NKT **108.9**
Chan **26**

APCH CRS **235°**

Rwy ldg **7553**
TDZE **23**
Arpt Elev **29**

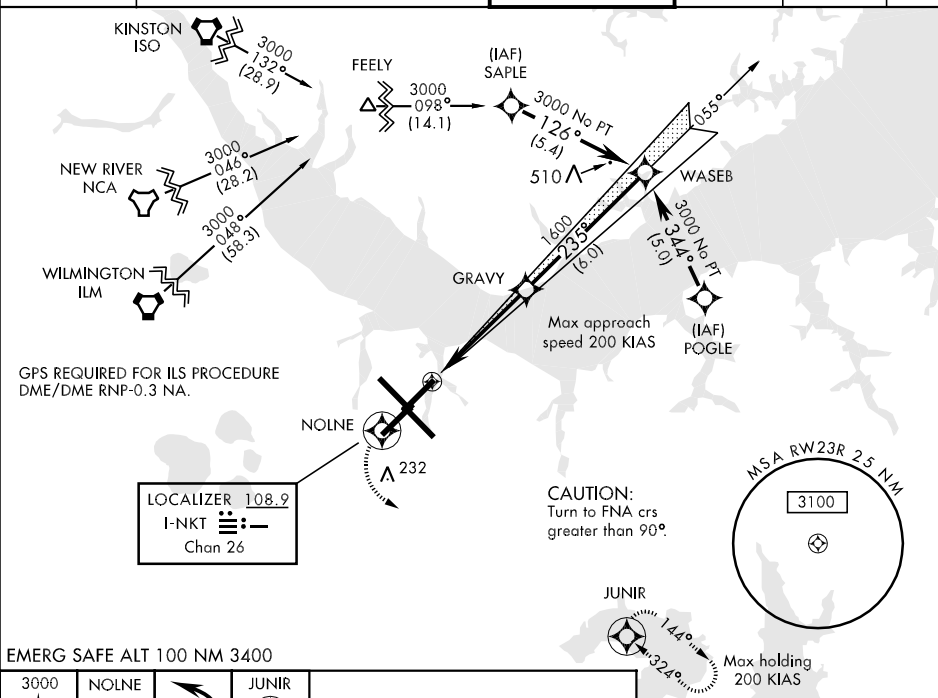
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ * When ALS inop, increase vis CAT ABCD to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to 1 mile.
BARO VNAV NA below -0.6°(31°F).



MISSED APPROACH: Climb to 3000 direct NOLNE,
then via 139° track to JUNIR and hold.

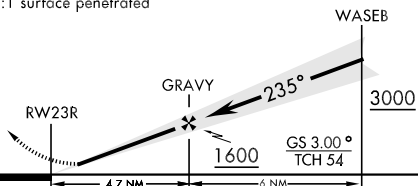
ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
--	--	--	---	---	-------------



EMERG SAFE ALT 100 NM 3400



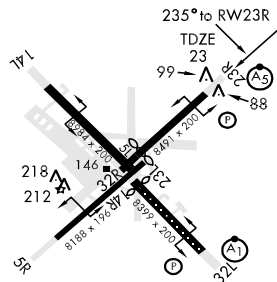
34:1 surface penetrated



CATEGORY	A	B	C	D
S-ILS	273-¾	250	(300-¾)	
LNAV / VNAV DA *	360-¾	337	(400-¾)	
LNAV MDA**	360-¾	337	(400-¾)	
CIRCLING	520-1½	491 (500-1½)	540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L
marked in center mat area.



HIRL all Rwys
REIL Rwys 5L and 14R
Rwy 5L-23R, 14R-32L ldg 7553'

WAAS
Chan **71199**
W05A

APCH CRS
054°

Rwy Idg **8188**
TDZE **27**
Arpt Elev **29**

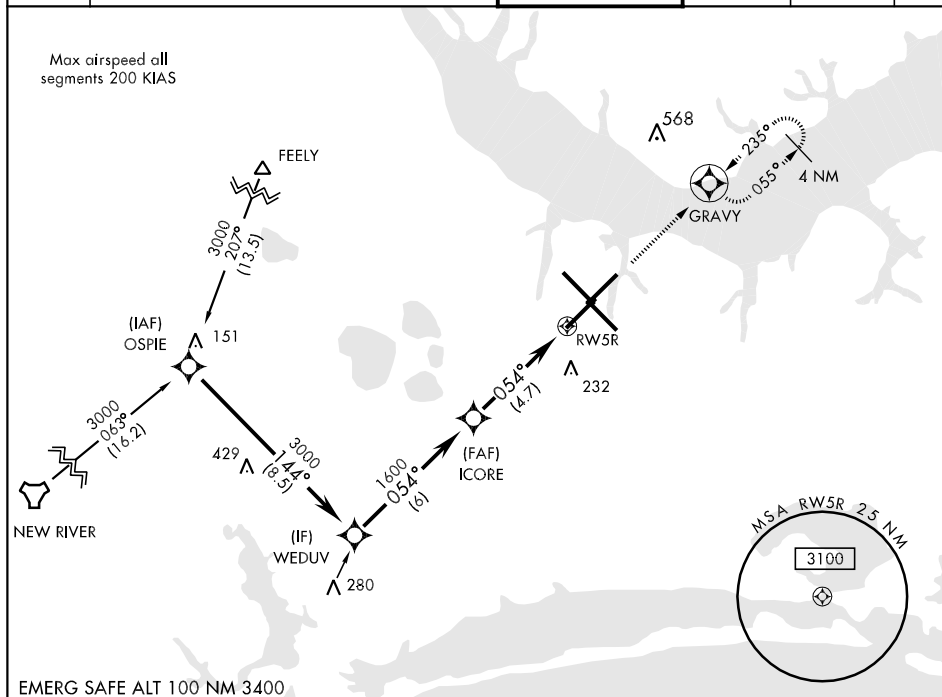
AL-471 [USN]

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA
below -15°C (5°F) or above 42°C (108°F).

MISSED APPROACH: Climb to 3000 direct GRAYV
and hold, continue climb in hold to 3000.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775		239.025	316.125	



CATEGORY	* LNAV only				ELEV 29	HIRL all Rwys REIL Rwys 5L and 14R
	A	B	C	D		
LPV DA	227-¾	200	(200-¾)			
LNAV/ VNAV DA	380-1¼	353	(400-1¼)			
LNAV MDA	480-1	453 (500-1)	480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)		
CIRCLING	520-1¼	491 (500-1¼)	540-1½ 511 (600-1½)	580-2 551 (600-2)		

CHERRY POINT, NORTH CAROLINA

34°54'N-76°53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 1 10210

RNAV (GPS) RWY 5R

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

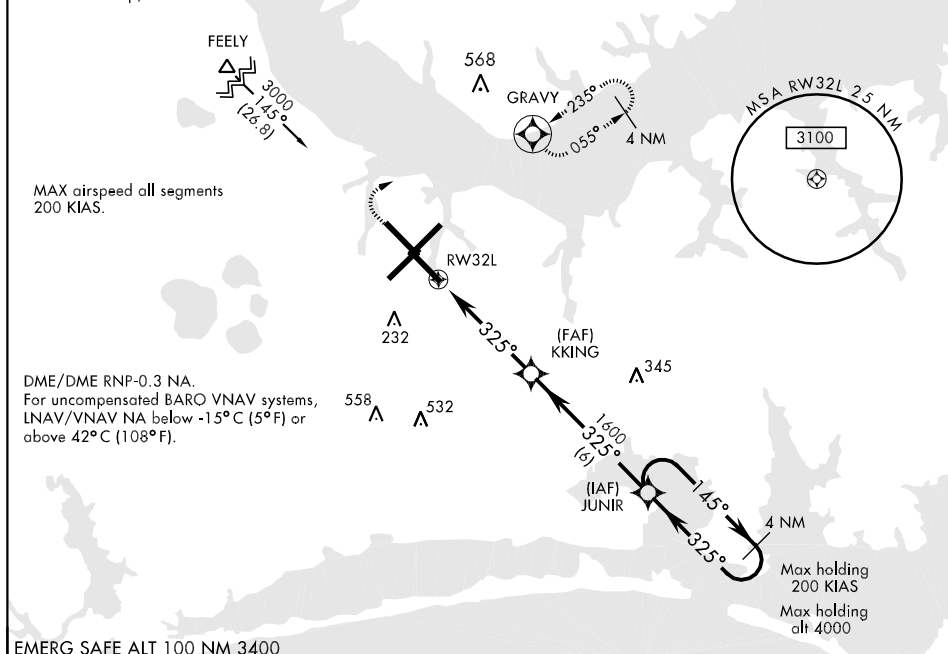
WAAS Chan 54304 W32A	APCH CRS 325°	Rwy Idg TDZE 26 Arpt Elev 29	7553
--	-------------------------	--	-------------

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ *When ALS inop, increase CAT ABCD vis to ¾ mile. **When ALS inop, increase CAT ABCD vis to 1¼ miles. ***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.	ALSF-1 	MISSED APPROACH: Climbing right turn to 3000 direct GRAVY and hold, continue climb in hold to 3000.
---	------------	--

ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
--	---	--	---	---	-------------

† When ALS inop, increase CAT ABCD vis to ½ mile.



LEADER 3000 FT 100 NM 500

Diagram illustrating a flight path from RW32L to JUNIR. The path is marked with a 325° heading. Key points and distances include:

- RW32L to KKKING: 1.2 NM (to RW32L) + 4.8 NM
- KKKING to JUNIR: 6 NM
- Distance from RW32L to JUNIR: 12.0 NM
- GS 3.00° TCH 50

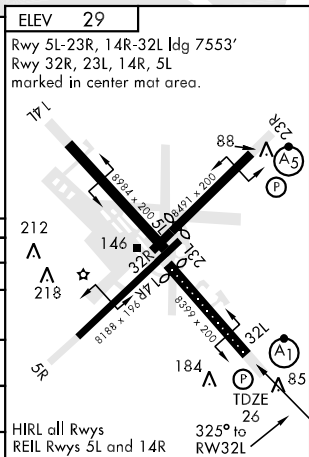
CATEGORY	A	B	C	D
LPV DA *	226-½	200	(200-½)	
LNAV/ VNAV DA	360-¾	334	(400-¾)	
LNAV MDA***	440-½	414 (500-½)	440-¾	414 (500-¾)
CIRCLING	520-1¼	491 (500-1¼)	540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 32L †	126-¼	100	(100-¼)	GS 3.00

Diagram illustrating a flight path from RW32L to RW32R. The path is marked with a 325° heading. Key points and distances include:

- RW32L to RW32R: 1.2 NM (to RW32L) + 4.8 NM
- Distance from RW32L to RW32R: 12.0 NM
- GS 3.00° TCH 50

Additional information:

- ELEV 29
- Rwy 5L-23R, 14R-32L Idg 7553'
- Rwy 32R, 23L, 14R, 5L marked in center mat area.
- HIRL all Rwys
- REIL Rwys 5L and 14R
- 325° to RW32L



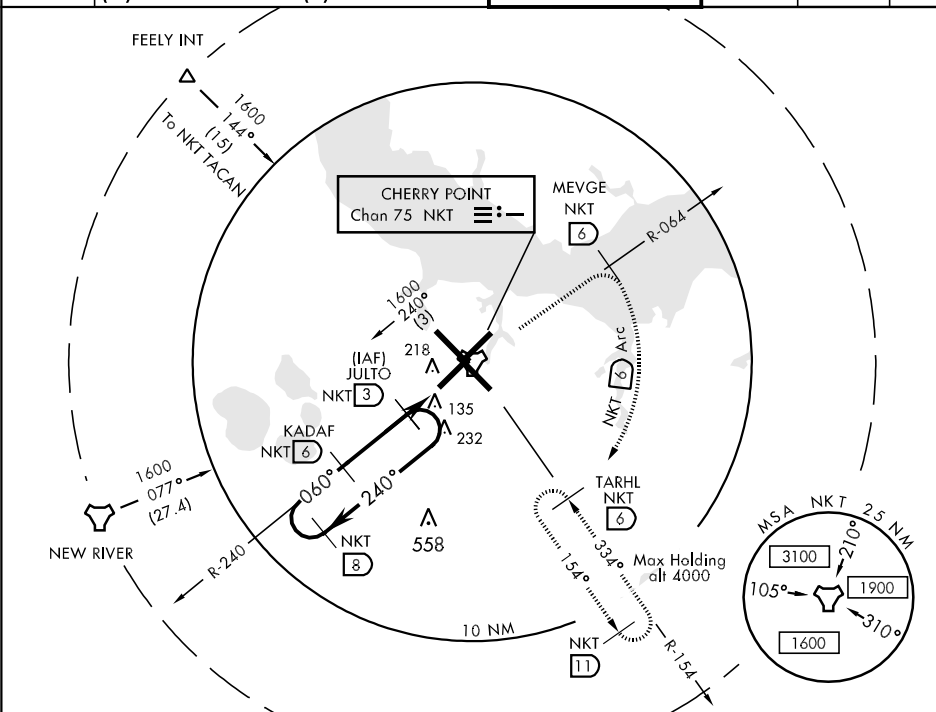
TACAN NKT Chan 75	APCH CRS 060°	Rwy Idg 8188 TDZE 27 Arpt Elev 29
-----------------------------	-------------------------	--

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)



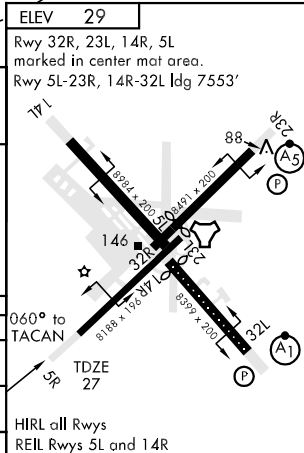
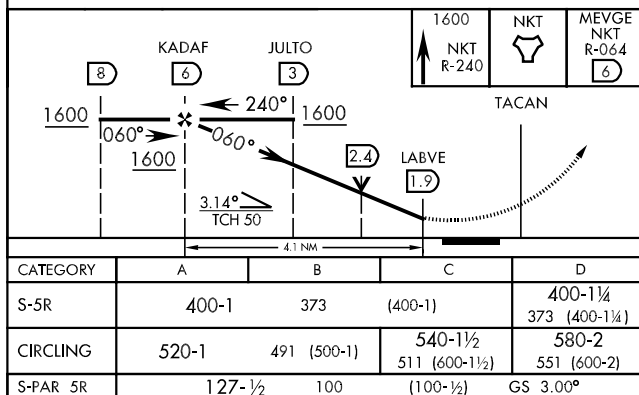
MISSED APPROACH: Climb to 1600 via NKT R-240 to NKT TACAN, then via R-064 to MEVGE. Arc East of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON			CHERRY POINT TOWER		GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	124.1	268.7 (abv 2600')	121.3	340.2	128.625	125.95	
244.875	(W)	132.575	299.6 (at/blw 2600')			239.025	316.125	
	(E)	119.35	377.175	(N)	119.75 360.775			



EMERG SAFE ALT 100 NM 3400

ENROUTE FACILITIES



CHERRY POINT, NORTH CAROLINA

34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Orig 10154

TACAN RWY 5R

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

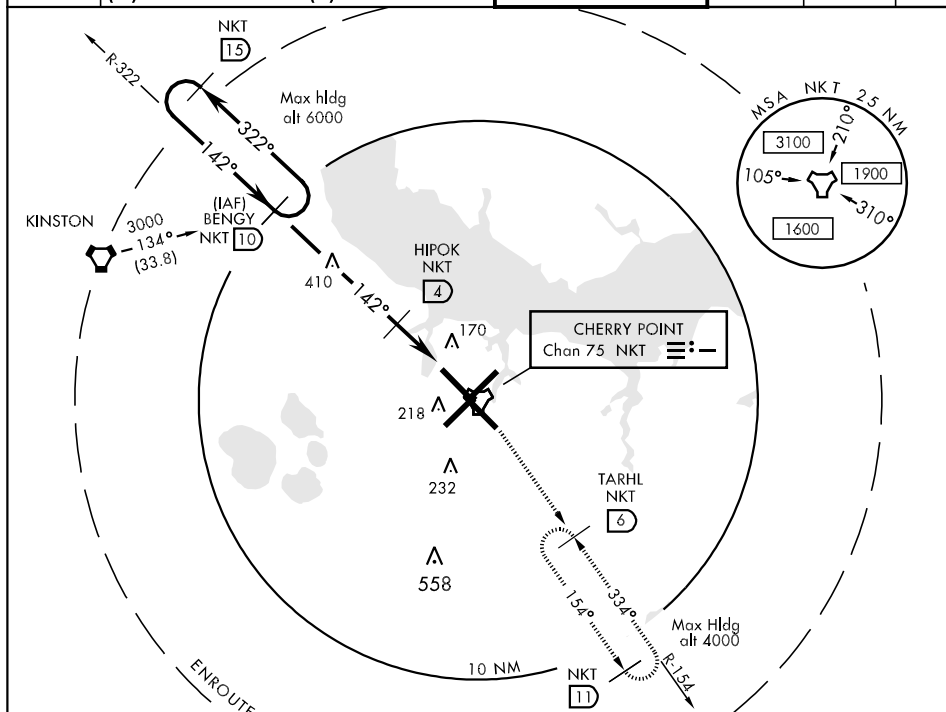
TACAN NKT Chan 75	APCH CRS 142°	Rwy Idg TDZE Arpt Elev	8984 26 29
----------------------	------------------	------------------------------	------------------

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

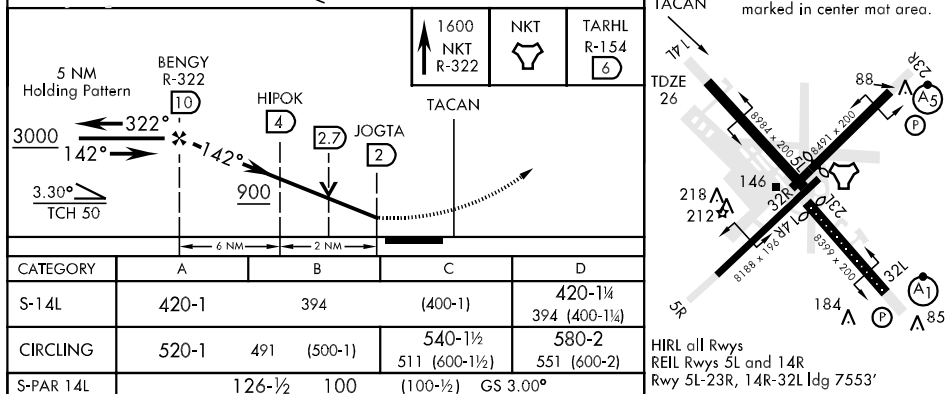


MISSED APPROACH: Climb to 1600 via NKT R-322
to NKT TACAN, then via R-154 to TARHL and hold.

ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (obv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
----------------------------	--	-----------------------------------	-------------------------------	-------------------------------	-------------



EMERG SAFE ALT 100 NM 3400



CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 1 10154

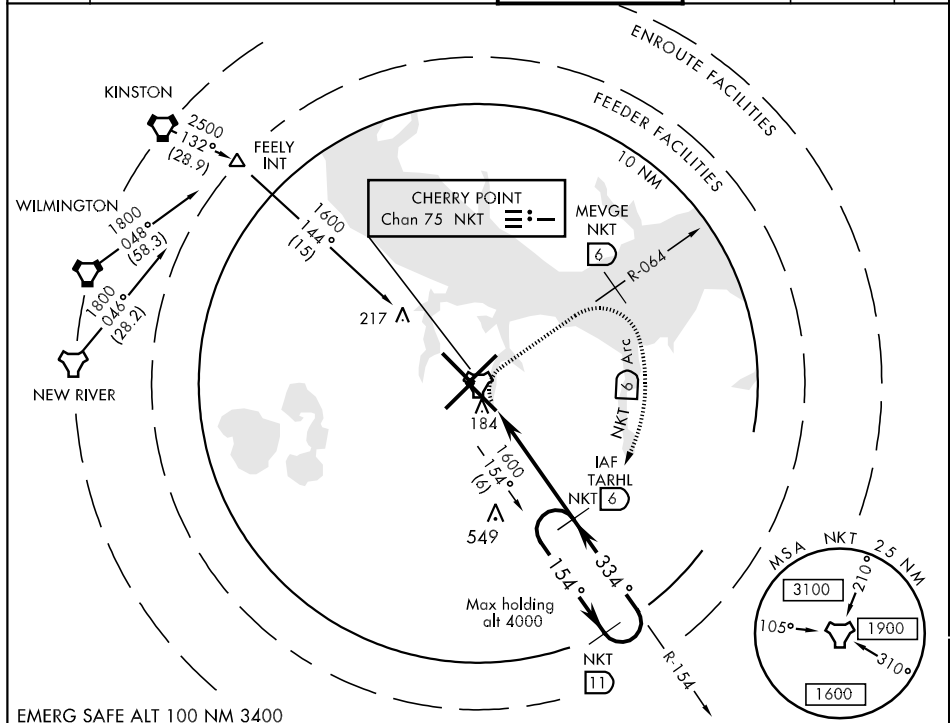
TACAN RWY 14L

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

TACAN Chan	NKT 75	APCH CRS 334°	Rwy Idg TDZE Arpt Elev	7553 26 29	AL-471 [USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)
---------------	-----------	------------------	------------------------------	------------------	--------------	---

<div><div>▼</div><div>* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/4 mile. PAR to 1/2 mile.</div></div>		<div><div>ALSF-1</div><div><div><div>A1</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div></div>
--	--	---



EMERG SAFE ALT 100 NM 3400

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.

32L

32R

23L

14R

5L

8394 x 200

8394 x 200

8188 x 150

8399 x 200

212 A

146

88

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

57

CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHOCOWINITY N35°30.58' W77°06.40' NOTAM FILE OCV.
NDB (MHW) 388 RNW 044° 4.6 NM to Warren Fld.

CHARLOTTE
L-35C

CITY LAKE N35°42.98' W79°51.92' NOTAM FILE HBI.
NDB (MHW) 266 CQJ 209° 4 NM to Asheboro Rgnl.

CHARLOTTE
L-25E, 36F

CLINTON N34°58.53' W78°21.78' NOTAM FILE CTZ.
NDB (MHW) 412 CTZ at Sampson Co.

CHARLOTTE
L-35B, 36F

CLINTON

SAMPSON CO (CTZ) 2 SW UTC-5(-4DT) N34°58.50' W78°21.94'

148 B S4 FUEL 100LL, JET A1+ NOTAM FILE CTZ

RWY 06-24: H5000X75 (ASPH) S-26 MIRL 0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1330Z±-dusk, Sun 1800Z±-dusk. For arpt attendant after hrs call 910-592-3295 or 910-590-9100. Rwy 06 has a 40' dropoff 325' from thld and 120' left and a 60'+ dropoff 20' from thld and 110' right of centerline. Rwy 24 has a 30' dropoff 350' from thld and 175' right of centerline. 50' trees 300' from CL penetrate transitional sfc NW side of rwy from Rwy 24 apch sfc to Rwy 06 thld. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF, MIRL Rwy 06-24 dusk-dawn, PAPI Rwy 06 on 24 hrs. Rwy 24 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.125 (910) 592-7488.

COMMUNICATIONS: CTAF/UNICOM 122.8

® FAYETTEVILLE APP/DEP CON 133.0

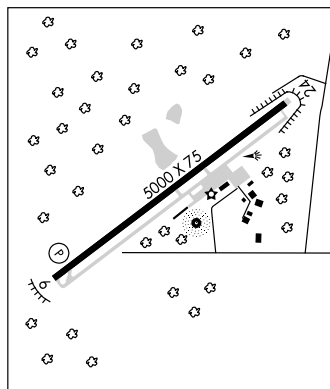
RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°52.50' 095° 25.1 NM to fld. 179/04W.

CLINTON NDB (MHW) 412 CTZ N34°58.53' W78°21.78' at fld. NOTAM FILE CTZ.

ILS 109.7 I-SGO Rwy 06. LOC only. Localizer unusable inside 1.2 NM from thld and byd 25° rgt of centerline.

CHARLOTTE
H-9C, 12G, L-35B, 36F
IAP



COASTAL CAROLINA RGNL (See NEW BERN)

COFIELD N36°22.37' W76°52.29' NOTAM FILE RDU.
(L) VORTAC 114.6 CVI Chan 93 262° 15.3 to Tri-County. 70/09W.
RCO 122.1R 114.6T (RALEIGH RADIO)

CHARLOTTE
H-9C, L-35C, 36H

COLUMBUS CO MUNI (See WHITEVILLE)

CONCORD RGNL (JQF) 7 W UTC-5(-4DT) N35°23.27' W80°42.55'
705 B S4 FUEL 100LL, JET A, A1+ OX 3 ARFF Index—See Remarks
NOTAM FILE JQF

CHARLOTTE
H-9B, 12G, L-25D, 36E
IAP, AD

RWY 02-20: H7400X100 (ASPH) D-72 HIRL 0.9% up N

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 60'. Trees.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 44'. Thld dsplcd 650'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-7400 TODA-7400 ASDA-7400 LDA-7400

RWY 20: TORA-7400 TODA-7400 ASDA-7000 LDA-6350

AIRPORT REMARKS: Arrived continuously. Class IV, ARFF Index A. Index C ARFF equipment avbl upon req. When twr clsd HIRL Rwy 02-20 and REIL Rwy 20 preset low ints. ACTIVATE MALSR Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.675 (704) 785-2145.

COMMUNICATIONS: CTAF 134.65 UNICOM 122.95

® CHARLOTTE APP/DEP CON 128.32 CLNC DEL 127.25

TOWER 134.65 (1200-0400Z±) GND CON 121.85 CLNC DEL 118.55

AIRSPACE: CLASS D svc 1200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 050° 16.8 NM to fld. 732/05W.
HIWAS.

ILS/DME 111.95 I-JQF Chan 56(Y) Rwy 20. LOC unusable byd 30° right of centerline. Unmonitored.

CUNNINGHAM FLD (See CHERRY POINT MCAS)

LOC RWY 6

CLINTON/ SAMPSON COUNTY (CTZ)

LOC I-SGO 109.7	APP CRS 060°	Rwy Idg TDZE Apt Elev	5000 143 148
---------------------------	------------------------	-----------------------------	---

▼ If local altimeter setting not received, use Fayetteville
 ▲ NA altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 via heading 270° and I-SGO SW Course to TUSTY INT and hold.

AWOS-3
119.125

FAYETTEVILLE APP CON
133.0 295.0

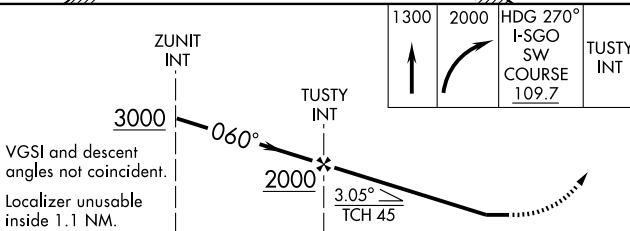
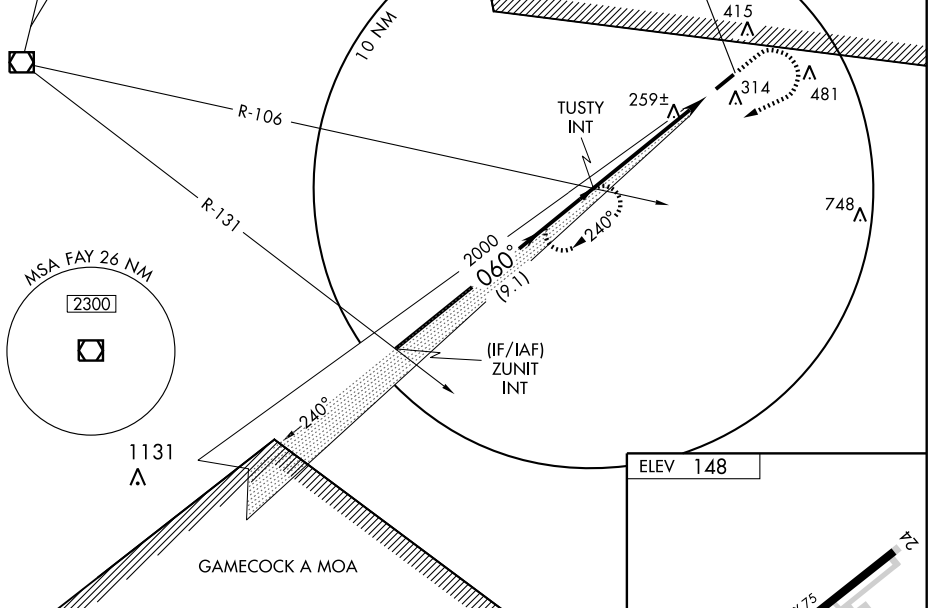
UNICOM
122.8 (CTAF)

RADAR REQUIRED

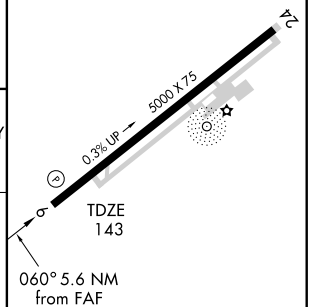
SEYMOUR JOHNSON ECHO MOA

FAYETTEVILLE
108.8 FAY
Chan 25

LOCALIZER **109.7**
I-SGO



ELEV **148**



CATEGORY	A	B	C	D
S-6	520-1½ 377 (400-1½)			
CIRCLING	680-1½ 532 (600-1½)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)	

MIRL Rwy 6-24 REIL Rwy 6 and 24					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

APP CRS	Rwy Idg	5000
060°	TDZE	143
	Apt Elev	148

RNAV (GPS) RWY 6

CLINTON/ SAMPSON COUNTY (CTZ)

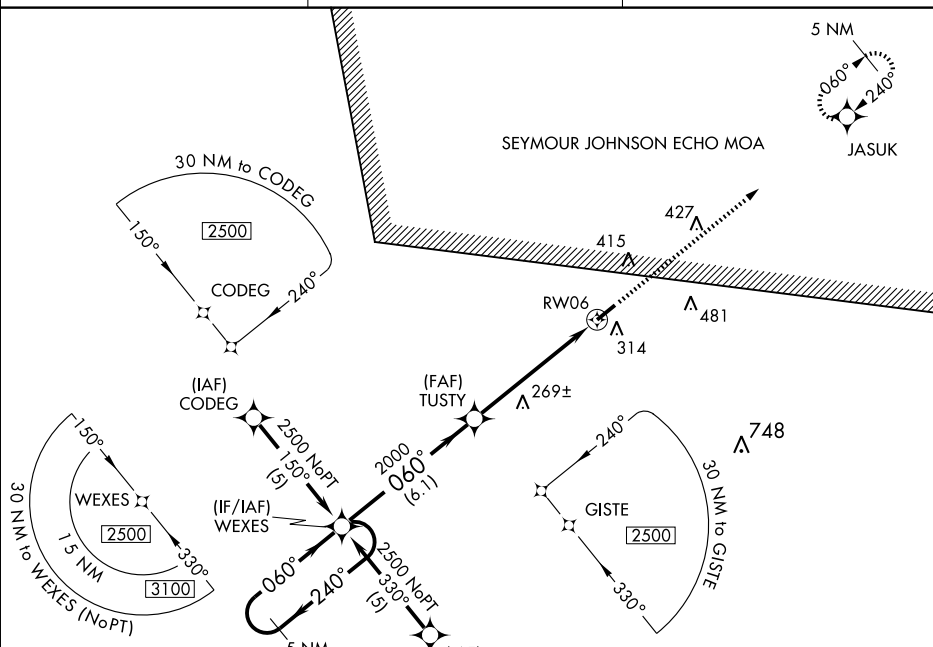
T If local altimeter setting not received, use Fayetteville altimeter setting
A and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.
 VDP NA when using Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct JASUK and hold.

AWOS-3
119.125

FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF) **L**



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

ELEV 148

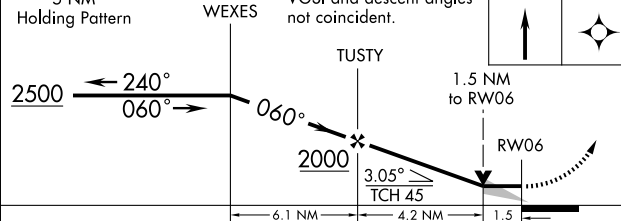
5 NM
Holding Pattern

WEXES

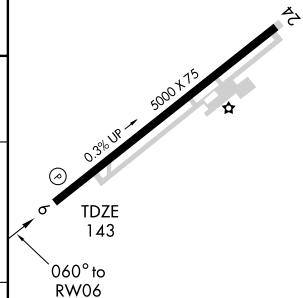
VGSI and descent angle
not coincident.

2500

JASUK



CATEGORY	A	B	C	D
LNAY MDA	620-1 477 (500-1)		620-1 $\frac{1}{4}$ 477 (500- $\frac{1}{4}$)	620-1 $\frac{1}{2}$ 477 (500- $\frac{1}{2}$)
CIRCLING	680-1 532 (600-1)		780-1 $\frac{3}{4}$ 632 (700- $\frac{3}{4}$)	780-2 632 (700-2)



MIRL Rwy 6-24
REIL Rwy 6 and 24 **L**

CLINTON, NORTH CAROLINA
Amdt 1 10210

34° 58'N-78° 22'W

CLINTON/ SAMPSON COUNTY (CTZ)
RNAV (GPS) RWY 6

APP CRS	Rwy Idg	5000
240°	TDZE	144
	Apt Elev	148

RNAV (GPS) RWY 24

CLINTON/ SAMPSON COUNTY (CTZ)

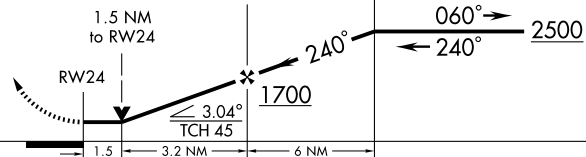
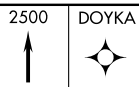
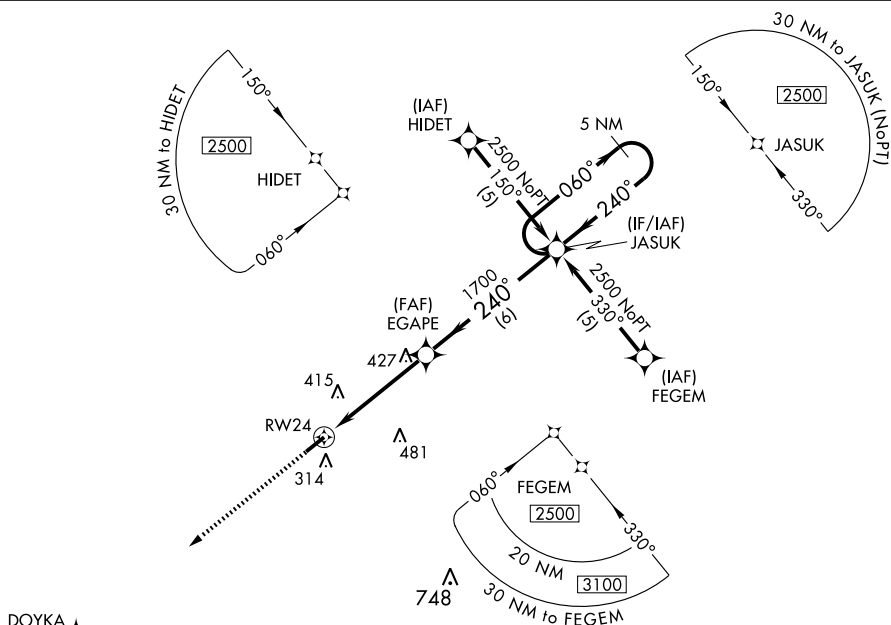
▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. VDP NA with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOYKA and hold.

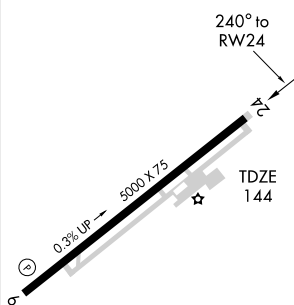
AWOS-3
119.125

FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF) 0



ELEV 148



CATEGORY	A	B	C	D
LNNAV MDA	680-1 536 (600-1)	680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)	680-2 536 (600-2)
CIRCLING	680-1 532 (600-1)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)	

MIRL Rwy 6-24
REIL Rwy 6 and 24

VOR/DME FAY 108.8 Chan 25	APP CRS 095°	Rwy Idg TDZE Apt Elev 148	N/A N/A
---	------------------------	--	--------------------------

VOR/DME-A
CLINTON/ SAMPSON COUNTY (CTZ)

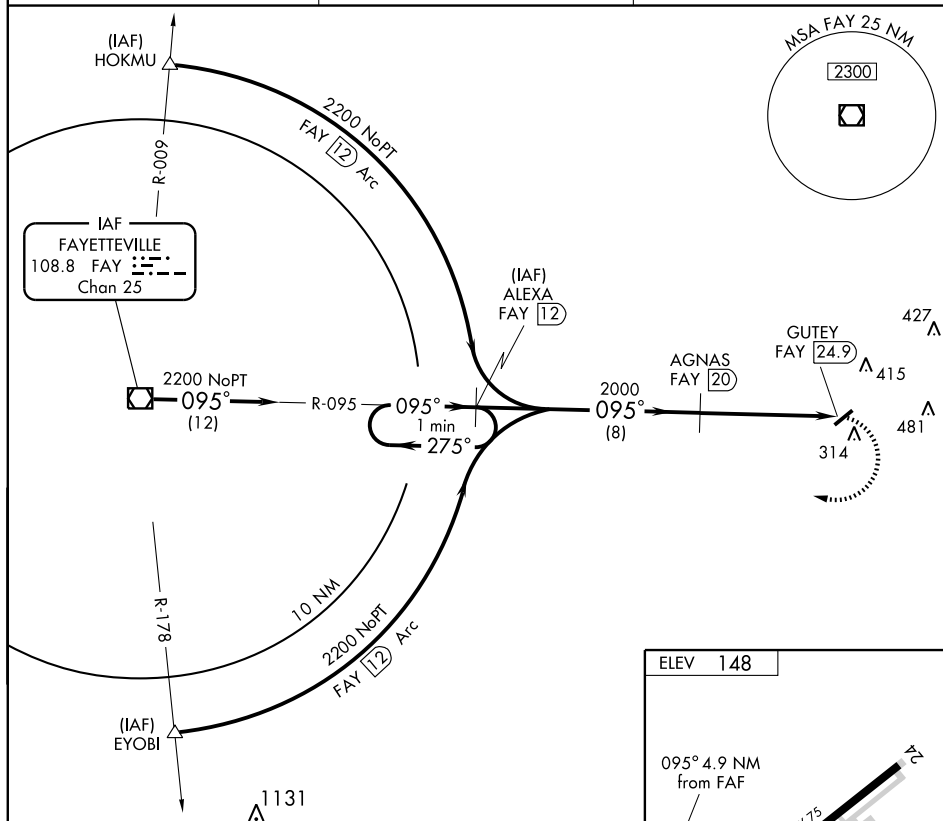
▼ If local altimeter setting not received, use Fayetteville
▲ altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200
via FAY R-095 to ALEXA/FAY 12 DME and hold.

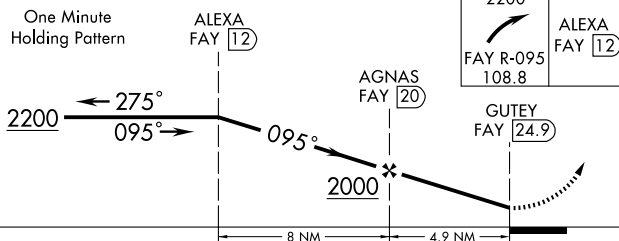
AWOS-3
119.125

FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF) 0



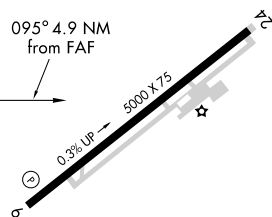
One Minute
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	760-1 612 (700-1)	760-1¼ 612 (700-1¼)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)

ELEV 148

095° 4.9 NM
from FAF



MIRL Rwy 6-24
REIL Rwy 6 and 24 0

AIRPORT DIAGRAM

AL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

AWOS-3
133.675
CONCORD TOWER ★
134.65
GND CON
121.85
CLNC DEL
118.55
CHARLOTTE CLNC DEL
127.25 (When Tower Closed)

D

VAR 7.5° N
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
705

35°24.0'N

35°23.5'N

35°23.0'N

RWY 02-20
D-72

TWR

PASSENGER
TERMINAL

7400 X 100

0.9% UP

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

80°43.0'W

80°42.5'W

80°42.0'W

AIRPORT DIAGRAM

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

CHOCOWINITY N35°30.58' W77°06.40' NOTAM FILE OCV.
NDB (MHW) 388 RNW 044° 4.6 NM to Warren Fld.

CHARLOTTE
L-35C

CITY LAKE N35°42.98' W79°51.92' NOTAM FILE HBI.
NDB (MHW) 266 CQJ 209° 4 NM to Asheboro Rgnl.

CHARLOTTE
L-25E, 36F

CLINTON N34°58.53' W78°21.78' NOTAM FILE CTZ.
NDB (MHW) 412 CTZ at Sampson Co.

CHARLOTTE
L-35B, 36F

CLINTON

SAMPSON CO (CTZ) 2 SW UTC-5(-4DT) N34°58.50' W78°21.94'

148 B S4 FUEL 100LL, JET A1+ NOTAM FILE CTZ

RWY 06-24: H5000X75 (ASPH) S-26 MIRL 0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1330Z±-dusk, Sun 1800Z±-dusk. For arpt attendant after hrs call 910-592-3295 or 910-590-9100. Rwy 06 has a 40' dropoff 325' from thld and 120' left and a 60'+ dropoff 20' from thld and 110' right of centerline. Rwy 24 has a 30' dropoff 350' from thld and 175' right of centerline. 50' trees 300' from CL penetrate transitional sfc NW side of rwy from Rwy 24 apch sfc to Rwy 06 thld. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF, MIRL Rwy 06-24 dusk-dawn, PAPI Rwy 06 on 24 hrs. Rwy 24 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.125 (910) 592-7488.

COMMUNICATIONS: CTAF/UNICOM 122.8

® FAYETTEVILLE APP/DEP CON 133.0

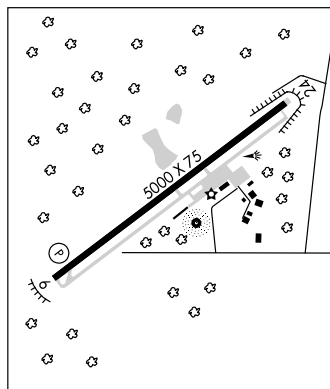
RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°52.50' 095° 25.1 NM to fld. 179/04W.

CLINTON NDB (MHW) 412 CTZ N34°58.53' W78°21.78' at fld. NOTAM FILE CTZ.

ILS 109.7 I-SGO Rwy 06. LOC only. Localizer unusable inside 1.2 NM from thld and byd 25° rgt of centerline.

CHARLOTTE
H-9C, 12G, L-35B, 36F
IAP



COASTAL CAROLINA RGNL (See NEW BERN)

COFIELD N36°22.37' W76°52.29' NOTAM FILE RDU.
(L) VORTAC 114.6 CVI Chan 93 262° 15.3 to Tri-County. 70/09W.
RCO 122.1R 114.6T (RALEIGH RADIO)

CHARLOTTE
H-9C, L-35C, 36H

COLUMBUS CO MUNI (See WHITEVILLE)

CONCORD RGNL (JQF) 7 W UTC-5(-4DT) N35°23.27' W80°42.55'
705 B S4 FUEL 100LL, JET A, A1+ OX 3 ARFF Index—See Remarks
NOTAM FILE JQF

CHARLOTTE
H-9B, 12G, L-25D, 36E
IAP, AD

RWY 02-20: H7400X100 (ASPH) D-72 HIRL 0.9% up N

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 60'. Trees.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 44'. Thld dsplcd 650'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-7400 TODA-7400 ASDA-7400 LDA-7400

RWY 20: TORA-7400 TODA-7400 ASDA-7000 LDA-6350

AIRPORT REMARKS: Arrived continuously. Class IV, ARFF Index A. Index C ARFF equipment avbl upon req. When twr clsd HIRL Rwy 02-20 and REIL Rwy 20 preset low ints. ACTIVATE MALSR Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.675 (704) 785-2145.

COMMUNICATIONS: CTAF 134.65 UNICOM 122.95

® CHARLOTTE APP/DEP CON 128.32 CLNC DEL 127.25

TOWER 134.65 (1200-0400Z±) GND CON 121.85 CLNC DEL 118.55

AIRSPACE: CLASS D svc 1200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 050° 16.8 NM to fld. 732/05W.
HIWAS.

ILS/DME 111.95 I-JQF Chan 56(Y) Rwy 20. LOC unusable byd 30° right of centerline. Unmonitored.

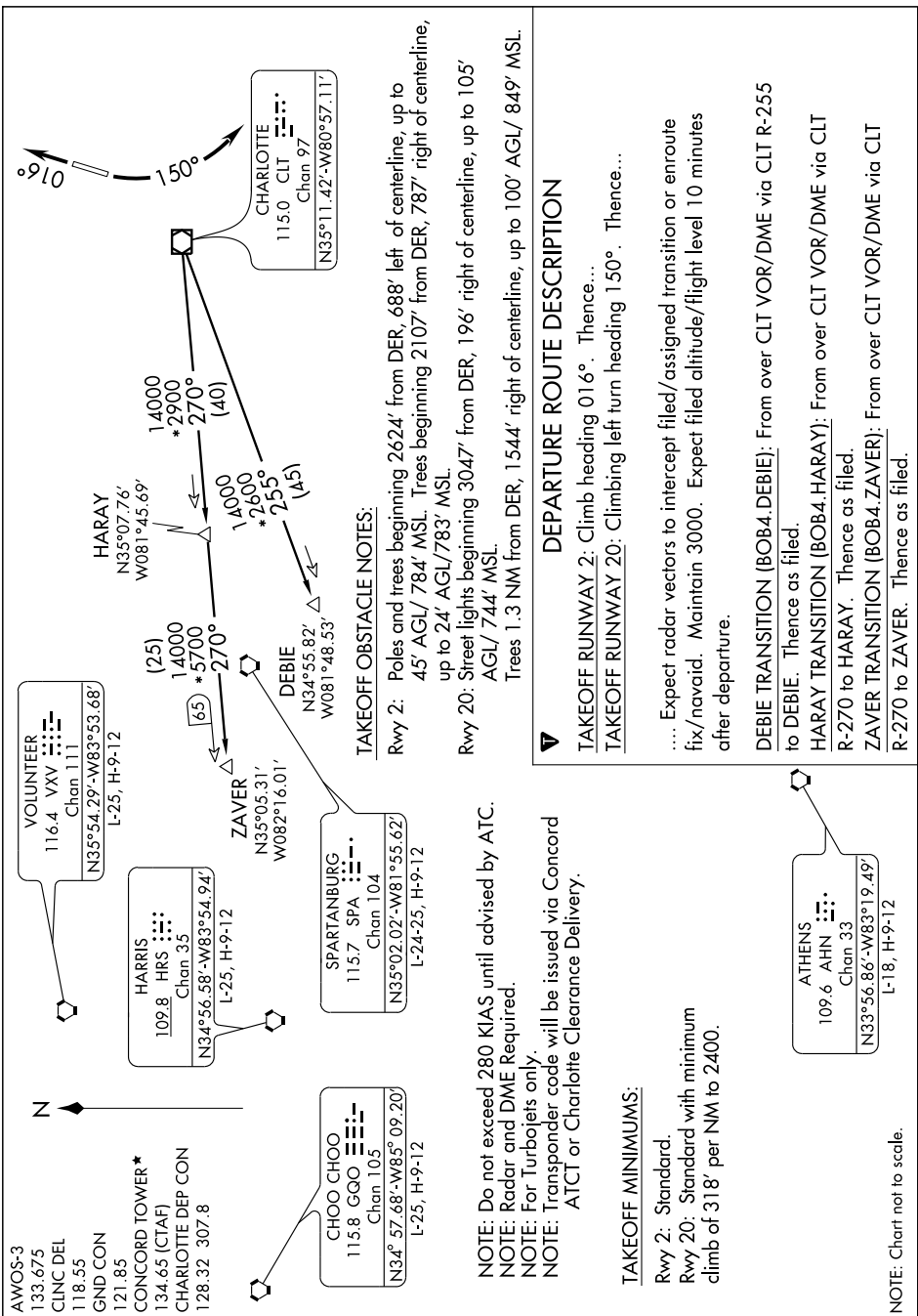
CUNNINGHAM FLD (See CHERRY POINT MCAS)

(BOB4.BOB) 10154
BOBCAT FOUR DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



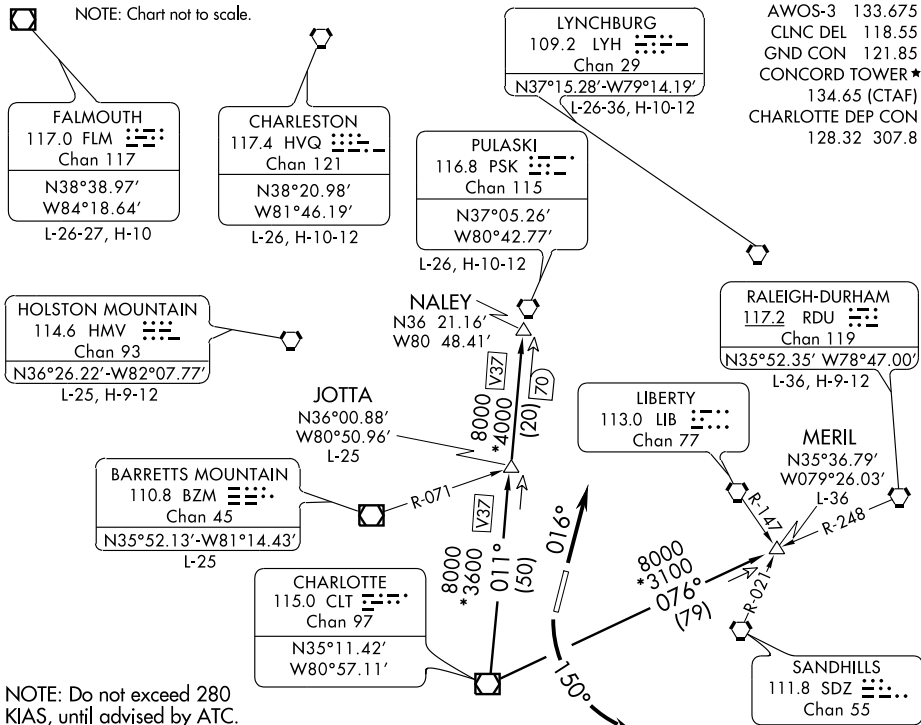
SE-2, 26 AUG 2010 to 23 SEP 2010

BOBCAT FOUR DEPARTURE
(BOB4.BOB) 10154

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

HORNET SIX DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

TAKEOFF MINIMUMS:

Rwy 2: Standard.

Rwy 20: Standard with minimum climb
of 318' per NM to 2400.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.

Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.

Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.

Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....TAKEOFF RUNWAY 20: Climbing left turn heading 150°. Thence....

...Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

HORNET SIX DEPARTURE

(HOR6.HOR) 10154

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

(HUG1.HUG) 10154

HUGO ONE DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

AWOS-3
133.675
CLNC DEL
118.55
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.77'
L-25, H-9-12

NORTHWEST

CHARLOTTE DEP CON
134.75 257.2

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

SADIE
N36°41.81' W81°33.61'
H240
8000
347°
11000
151°
4800
347°
11000

ROBAY
N36°03.77' W81°18.07'

PITTY
N35°19.82' W81°51.09'
11000
2900
286°
11000
2600
255°
(45)
11000
00011
0300
0961
(5)

DEBIE
N34°55.82' W81°48.53'

ANDYS
N34°22.25' W81°08.63'

CHOPN
N34°14.90' W80°32.35'

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' W79°14.19'
L-26-36, H-10-12

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

GIPPR
N35°12.58' W79°59.13'
L-25-36
V54-409
093°
11000
3100
(48)
R-026
R-272

SANDHILLS
111.8 SDZ
Chan 55

CHESTERFIELD
108.2 CTF
Chan 19

NOTE: TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Radar and DME required.
NOTE: For propeller aircraft only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

Rwy 2: Standard.

Rwy 20: Standard with minimum climb of 318' per NM to 2400.

(NARRATIVE ON FOLLOWING PAGE)

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

NOTE: Chart not to scale.

HUGO ONE DEPARTURE

(HUG1.HUG) 10154

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climbing left turn heading 150°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.

PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.

ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.

SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.

Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.

Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.

Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JQF <u>111.95</u> Chan 56 (Y)	APP CRS 196°	Rwy Idg 6350 TDZE 705 Apt Elev 705
---	------------------------	---

ILS or LOC RWY 20
CONCORD RGNL (JQF)

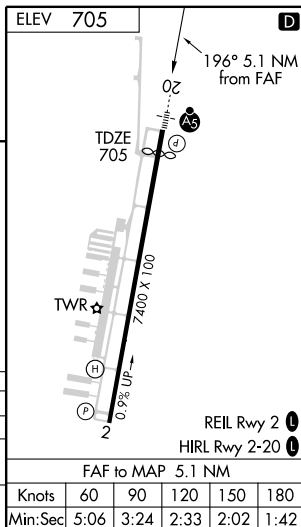
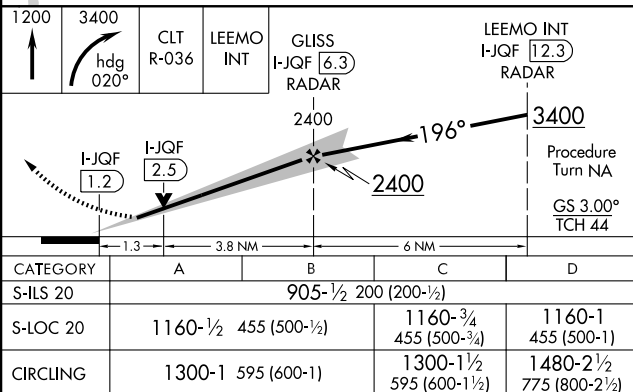
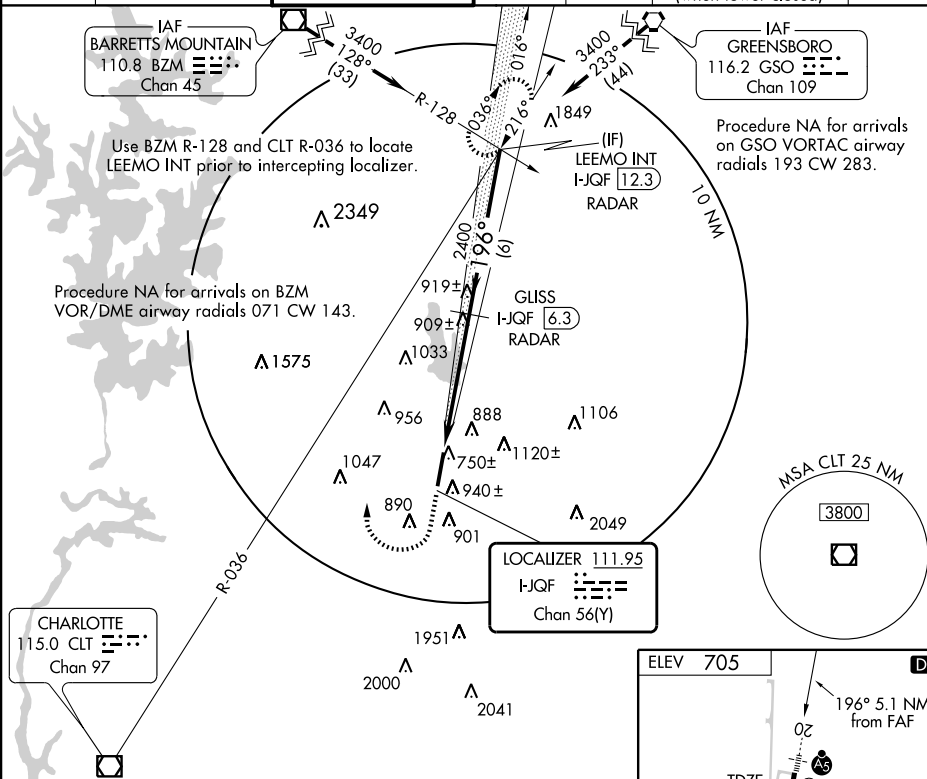
T If local altimeter setting not received, use Charlotte altimeter setting and increase all DA/MDAs 60 feet.

A VDP NA when using Charlotte altimeter setting.
Radar or DME Required.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 via heading 020° and CLT R-036 to JFMO INT/I-JQE 12.3 DME and hold.

AWOS-3 133.675	CHARLOTTE APP CON 128.32 307.8	CONCORD TOWER ★ 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CHARLOTTE CLNC DEL 127.25 (when tower closed)	UNICOM 122.95
--------------------------	--	---	--------------------------	---------------------------	--	-------------------------



CONCORD, NORTH CAROLINA

Amdt 2 09351

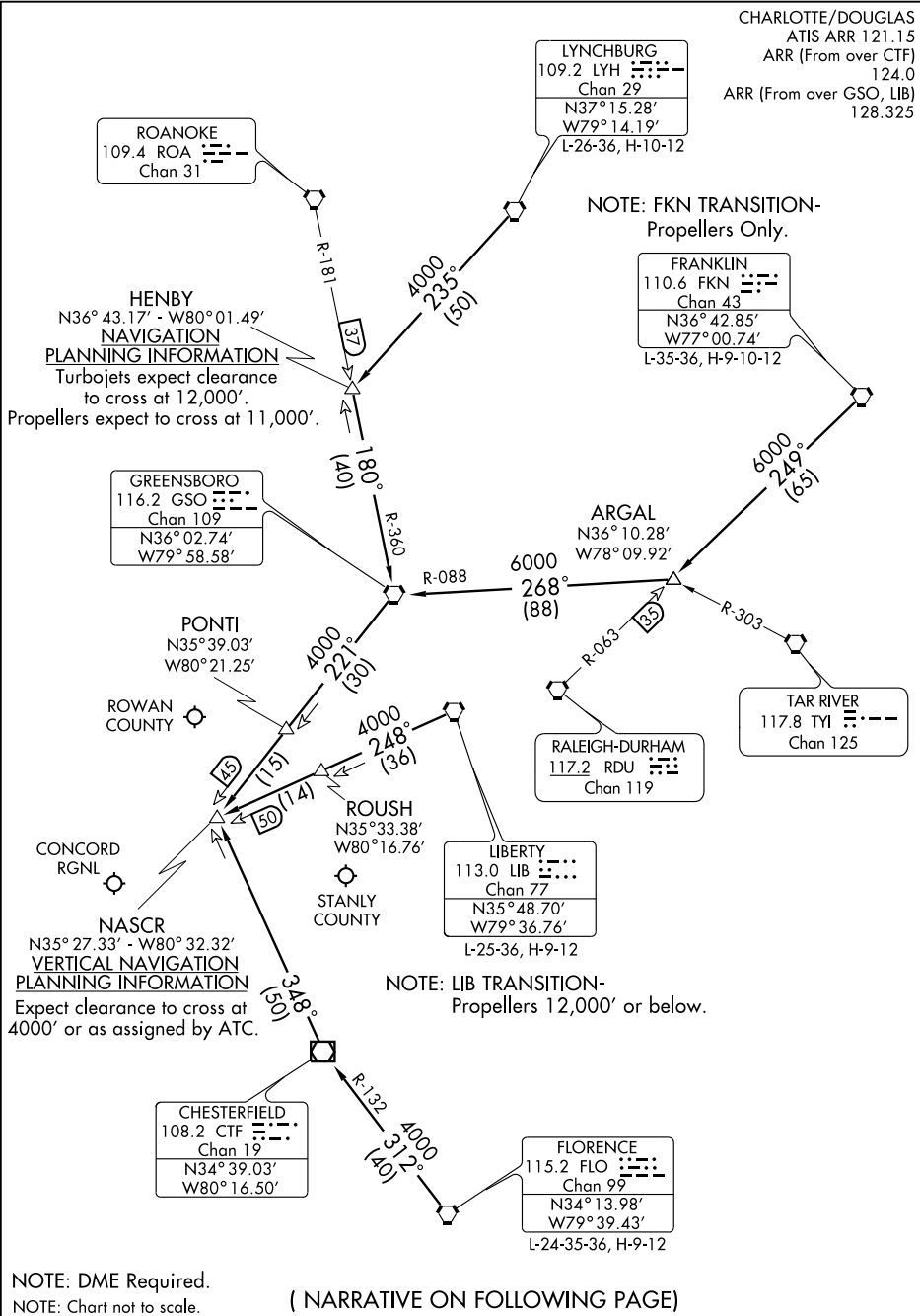
35°23'N-80°43'W

CONCORD RGNL (JQ.F)

ILS or LOC RWY 20

SE-2. 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....

FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....

LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

PANTHER ONE DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

AWOS-3
133.675
CLNC DEL
118.55
GND CON
121.85
CONCORD TOWER*
134.65 (CTAF)
CHARLOTTE DEP CON
128.32 307.8

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'W80°57.11'

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

SANDHILLS
111.8 SDZ
Chan 55

ANDYS
N34°22.25'
W81°08.63'

BUCKL
N34°31.50'
W80°52.89'

FAYETTEVILLE
108.8 FAY
Chan 25

COLLIERS
113.9 IRQ
Chan 86

FLORENCE
115.2 FLO
Chan 99

COLUMBIA
114.7 CAE
Chan 94
N33°51.43'
W81°03.23'
L-24, H-9-12

TREAL
N33°04.18'
W81°26.46'

DUNKN
N31°58.70'
W81°57.93'

SAVANNAH
115.95 SAV
Chan 106 (Y)

TAYLOR
112.9 TAY
Chan 76
N30°30.28'
W82°33.17'
L-21-24 H-8

CRAIG
114.5 CRG
Chan 92

TAKEOFF MINIMUMS:

Rwy 2: Standard.

Rwy 20: Standard with minimum climb
of 318' per NM to 2400.

NOTE: For Turbojets only.

NOTE: Radar and DME required.

NOTE: Transponder code will be issued
via Concord ATCT or Charlotte
Clearance Delivery.NOTE: Do not exceed 280 KIAS
until advised by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PANTHER ONE DEPARTURE

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence...

TAKEOFF RUNWAY 20: Climbling left turn heading 150°. Thence...

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL and CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.

Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.

Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.

Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 56228 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	7400 667 705
--	------------------------	-----------------------------	---

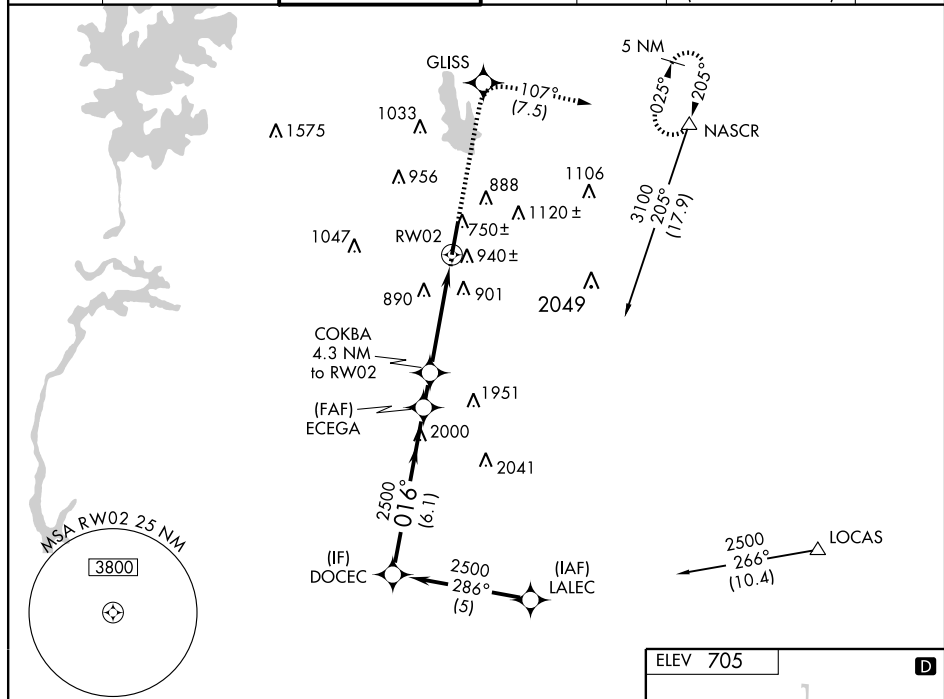
RNAV (GPS) RWY 2

CONCORD RGNL (JQF)

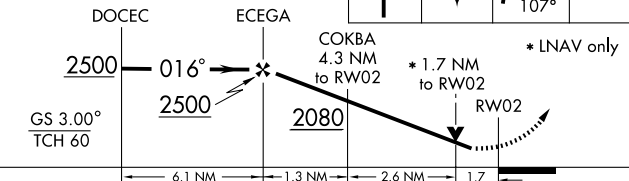
▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

MISSED APPROACH: Climb to 3100 direct GLISS and right turn via 107° track to NASCR and hold.

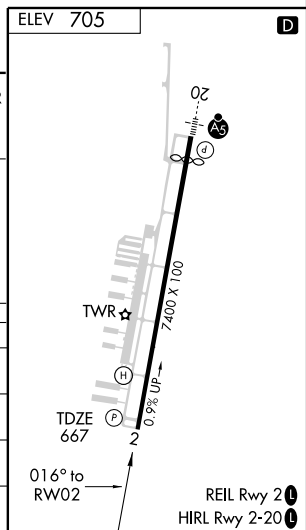
AWOS-3 133.675	CHARLOTTE APP CON 128.32 307.8	CONCORD TOWER ★ 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CHARLOTTE CLNC DEL 127.25 (when tower closed)	UNICOM 122.95
--------------------------	--	--	--------------------------	---------------------------	--	-------------------------



Procedure Turn NA	3100	GLISS	trk 107°	NASCR
-------------------------	------	-------	-------------	-------



CATEGORY	A	B	C	D
LPV DA	983-1¼		316 (300-1¼)	
LNAV/VNAV DA	1220-2		553 (600-2)	
LNAV MDA	1240-1 573 (600-1)		1240-1½ 573 (600-1½)	1240-1¾ 573 (600-1¾)
CIRCLING	1300-2 595 (600-2)		1480-2½ 775 (800-2½)	



WAAS CH 56499 W20A	APP CRS 196°	Rwy ldg TDZE Apt Elev	6350 705 705
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 20

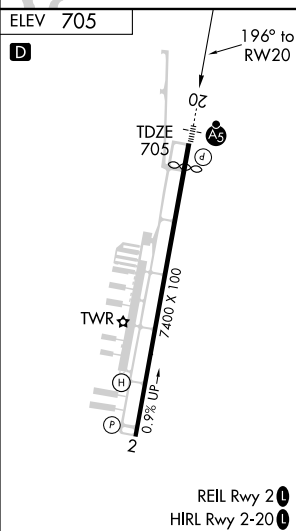
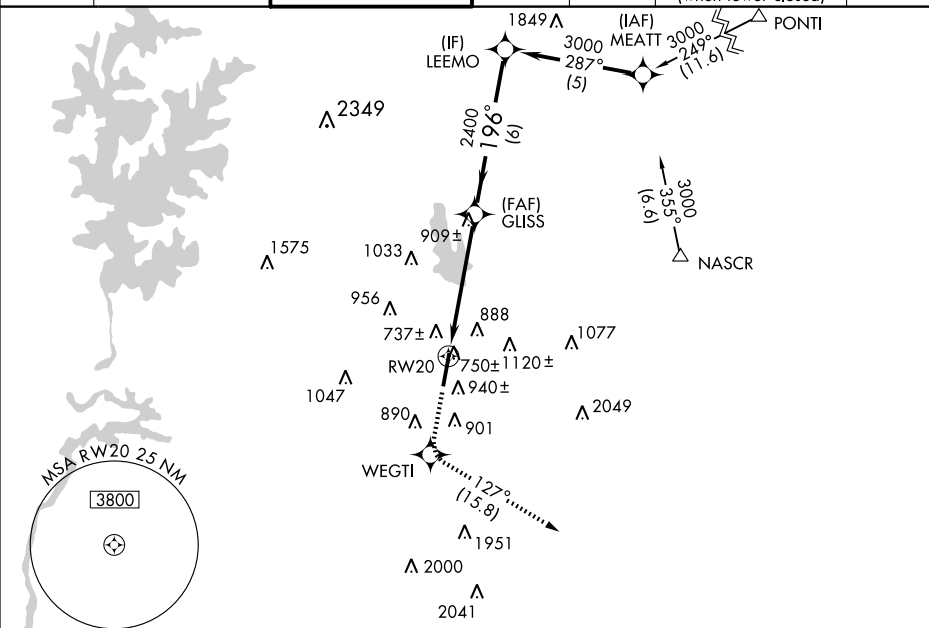
CONCORD RGNL (JQF)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility to 1. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.



MISSED APPROACH: Climb to 3000 direct WEGTI and via 127° track to LOCAS and hold.

AWOS-3 133.675	CHARLOTTE APP CON 128.32 307.8	CONCORD TOWER ★ 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CHARLOTTE CLNC DEL 127.25 (when tower closed)	UNICOM 122.95
--------------------------	--	--	--------------------------	---------------------------	--	-------------------------

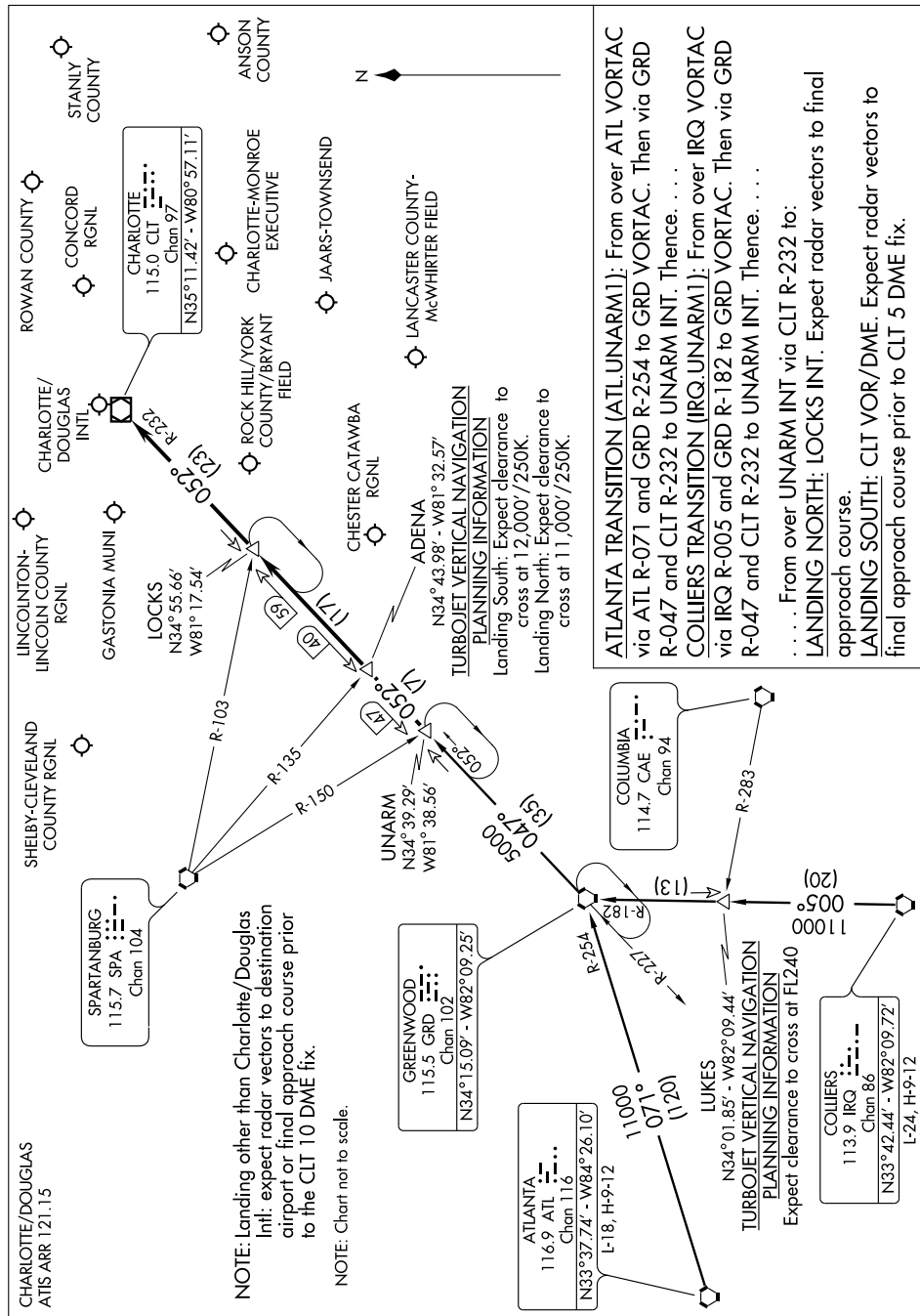


<div><div><div>3000</div><div>↑</div></div><div><div>WEGTI</div><div>✦</div></div><div><div>↑</div><div>trk 127°</div></div><div><div>LOCAS</div><div>△</div></div></div>				<div><div>LOCAS</div><div><div>093°</div><div>5 NM</div><div>273°</div></div></div>					
<div><div>* LNAV only</div><div><div>RW20</div><div>1.8 NM</div></div><div><div>* 1.8 NM to RW20</div><div>3.4 NM</div></div><div><div>GLISS</div><div>6 NM</div></div><div><div>LEEMO</div><div>3000</div></div></div>				<div><div>196°</div><div>2400</div><div>Procedure Turn NA</div><div>GS 3.00°</div><div>TCH 44</div></div>					
CATEGORY		A		B		C		D	
LPV DA				955-1½		250 (300-½)			
LNAV/VNAV DA				1222-1¼		517 (600-1¼)			
LNAV MDA		1300-½ 595 (600-½)		1300-1 595 (600-1)		1300-1¼ 595 (600-1¼)			
CIRCLING		1300-1¾ 595 (600-1¾)		1480-2½ 775 (800-2½)					

SHINE FIVE ARRIVAL



SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

CURRITUCK CO RGNL (ONX) 4 S UTC-5(-4DT) N36°24.00' W76°00.93'

18 B S2 FUEL 100LL, JET A1+ TPA-818(800) NOTAM FILE ONX

RWY 05-23: H5500X150 (ASPH-CONC) S-20, D-35 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat-Sun

1300-2000Z†. CLOSED on all state holidays. After hrs svc call 252-232-3330. Currituck County emergency number communication center 252-232-2216. Fuel avbl 24 hrs with credit card. Birds and deer on and in/ovf arpt. Hang glider activity SR-SS. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23 and REIL Rwy 05 and Rwy 23 after SS—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously during daylight hrs.

WEATHER DATA SOURCES: AWOS-3 119.775 (252) 453-8939.

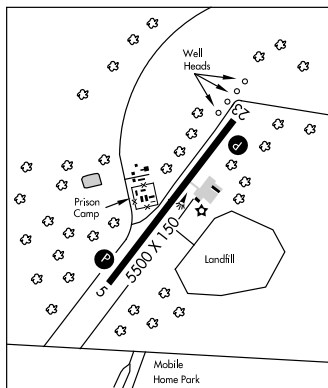
COMMUNICATIONS: CTAF 122.9

Ⓡ OCEANA APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ECG.

ELIZABETH CITY (L) VOR/DME 112.5 ECG Chan 72 N36°15.46'

W76°10.54' 049° 11.5 NM to fld. 10/07W. HIWAS.



WASHINGTON

H-9C, 12H, L-35D

IAP

CURTIS L BROWN JR FIELD (See ELIZABETHTOWN)

DARE CO RGNL (See MANTEO)

DAVIDSON CO (See LEXINGTON)

DIXON N34°34.11' W77°27.18' NOTAM FILE RDU.

NDB/DME (HHW) 198 DIW Chan 107 015° 8 NM to New River MCAS. DME portion unusable
byd 40 NM blo 16,500'.

CHARLOTTE

H-9C, L-35B

DONALD'S AIR PARK INC (See PLYMOUTH)

DOONE N34°54.75' W78°56.38' NOTAM FILE FAY.

NDB (LOM) 367 GR 039° 5.6 NM to Fayetteville Rgnl/Grannis Fld.

CHARLOTTE

DS BUTLER FARM AND AIRFIELD (See OAKRIDGE)

DUPLIN CO (See KENANSVILLE)

EAGLES NEST (See POTTERS HILL)

EDEEN

ROCKINGHAM CO HELIPORT (8NØ) 0 N UTC-5(-4DT) N36°29.64' W79°44.39'

CINCINNATI

605 B NOTAM FILE RDU

HELIPAD H1: H60X60 (CONC)

HELIPAD H1: LDIN(NSTD)—Pole.

HELIPORT REMARKS: Unattended. Numerous +30' light poles in parking lot. +30' antenna on top of hospital (122' AGL) 300' NE of pad. Parking area NW of ldg pad; +4' perimeter fence within 13' of heliport—SW corner. 300' AGL cell twr 4500' NW of helipad. Helipad must be avbl for emergency ops. If aircraft unattended, use parking area NW of landing pad. For information call manager cell 336-573-3115/336-520-7886 minimum 24 hr in advance.

NSTD ldg lgts and in ground concrete direction arrows on apch/dep path (east and northwest). Helipad H1 three perimeter lgts. 60' diameter concrete pad. Rotating bcn located on hospital roof 300' NE of ldg pad. Helipad H1 25' p-line 200' W of helipad. ACTIVATE NSTD perimeter and LDIN lgts H1—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

EDENTON N36°01.53' W76°33.99' NOTAM FILE EDE.

WASHINGTON

NDB (MHW) 265 EDE at Northeastern Rgnl. NDB unusable byd 15 NM.

L-35F

WAAS CH 49008 W05A	APP CRS 045°	Rwy Idg TDZE Apt Elev	5500 18 18
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 5

CURRITUCK COUNTY RGNL (ONX)

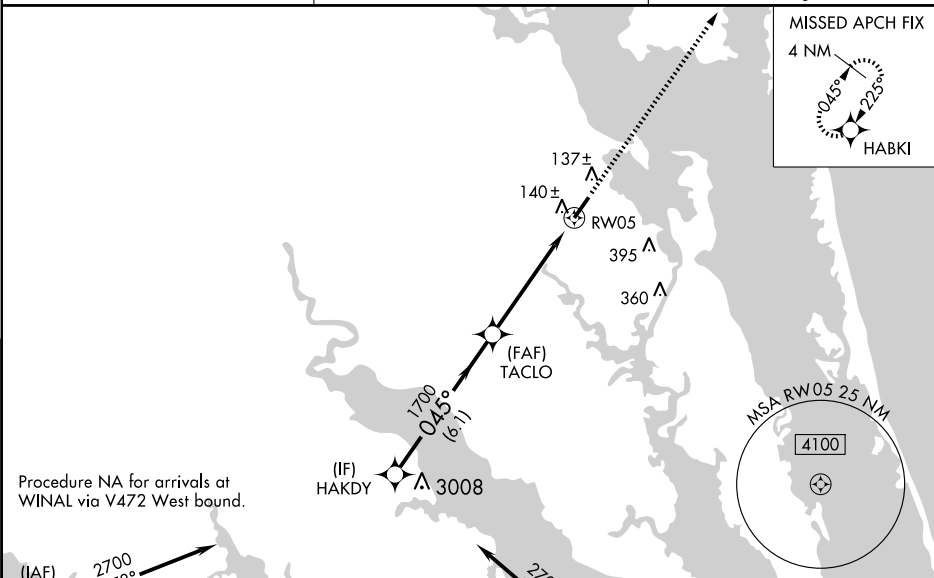
Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct
HABKI and hold.

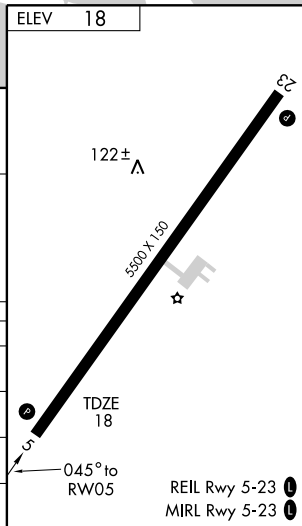
AWOS-3
119.775

OCEANA APP CON
123.9 266.8

CTAF
122.90



<p>HAKDY</p> <p>2700</p> <p>Procedure Turn NA</p> <p>GS 3.00° TCH 45</p> <p>045°</p> <p>1700</p> <p>6.1 NM</p> <p>5.1 NM</p> <p>RW05</p>				
<p>2000</p> <p>HABKI</p>				
CATEGORY	A	B	C	D
LPV DA	343-1¼ 325 (400-1¼)			
LNAV/VNAV DA	410-1½ 392 (400-1½)			
LNAV MDA	400-1		382 (400-1)	
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)



WAAS CH 97408 W23A	APP CRS 225°	Rwy Idg 5500 TDZE 18 Apt Elev 18
--	------------------------	---

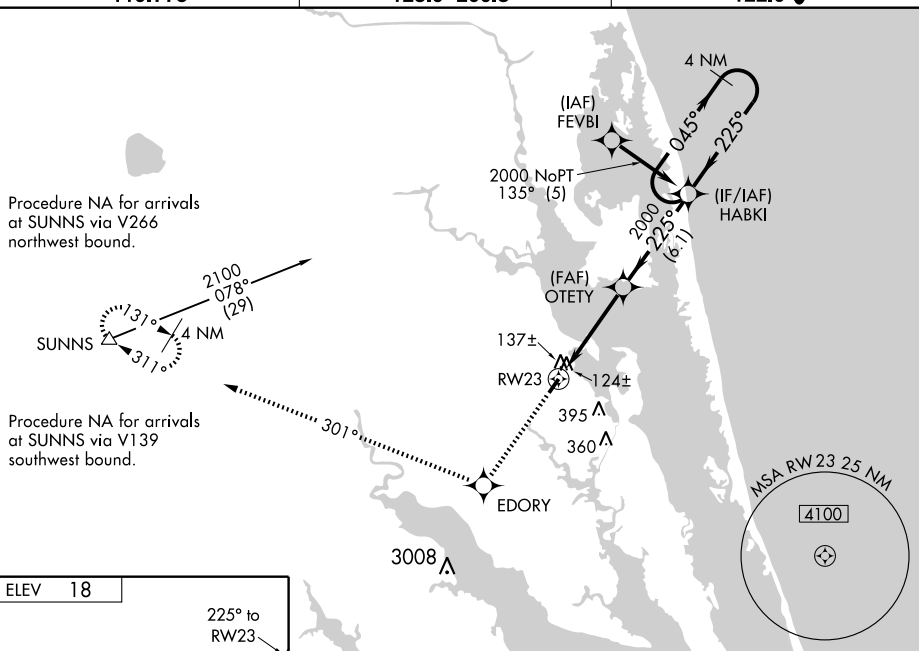
RNAV (GPS) RWY 23
CURRITUCK COUNTY RGNL (ONX)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. VDP NA when using Oceana NAS/Apollo Soucek altimeter setting. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility and LNAV/VNAV visibility ¼ mile and LNAV Cat. C and D visibility ½ mile.

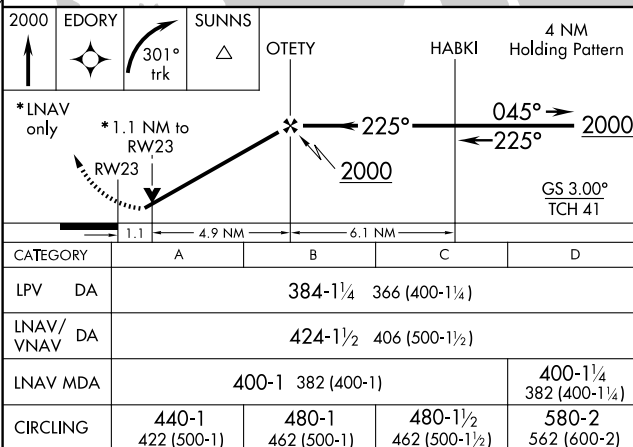
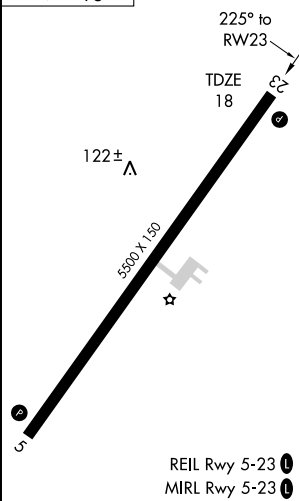
MISSED APPROACH: Climb to 2000
direct EDORY and right turn via 301°
track to SUNNS and hold.

AWOS-3
119.775

OCEANA APP CON
123.9 266.8

CTAF
122.9 **L**

ELEV 18



CURRITUCK, NORTH CAROLINA
Orig-A 09267

36°24'N - 76°01'W

CURRITUCK COUNTY RGNL (ONX)
RNAV (GPS) RWY 23

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

VOR/DME ECG 112.5 Chan 72	APP CRS 050°	Rwy Idg TDZE Apt Elev	N/A N/A 18
---	------------------------	-----------------------------	---------------------------------------

VOR/DME-A

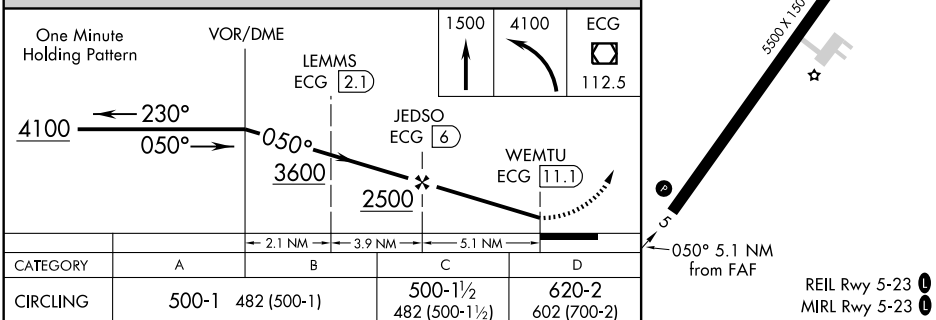
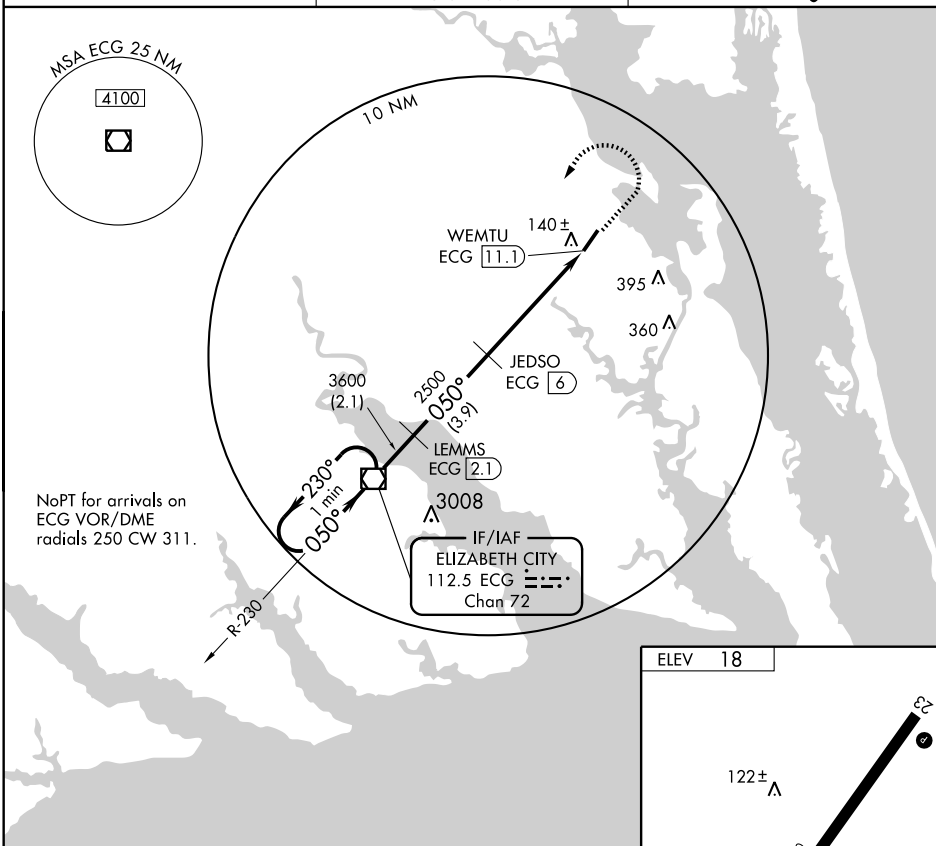
CURRITUCK COUNTY RGNL (ONX)

<p>NA</p> <p>When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.</p>
--	---

AWOS-3
119.775

OCEANA APP CON
123.9 266.8

CTAF
122.9 0



EDENTON

NORTHEASTERN RGNL (EDE) 3 SE UTC-5(-4DT) N36°01.66' W76°34.03'

20 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE EDE

RWY 01-19: H6000X100 (ASPH) S-60, D-80 MIRL

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. For after hrs svc call 252-217-4975. After hr self svc fuel for 100LL and JET A1+ avbl with credit card. Seasonal problem with birds and deer on and invof arpt. Twys serving Rwy 01-19 have green centerline reflectors. PAPI Rwys 01 and 19 ops continuously. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (252) 482-0757.

COMMUNICATIONS: CTAF/UNICOM 123.0

WASHINGTON CENTER APP/DEP CON 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

COFIELD (L) VORTAC 114.6 CVI Chan 93 N36°22.37' W76°52.29' 153° 25.4 NM to fld. 70/09W.

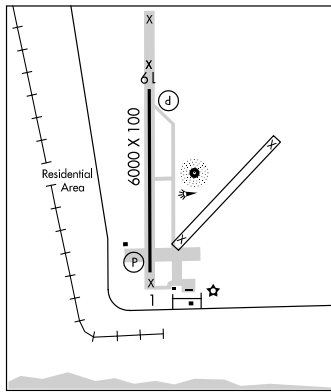
EDENTON NDB (MHW) 265 EDE N36°01.53' W76°33.99' at fld. NOTAM FILE EDE. NDB unusable byd 15 NM.

ILS/DME 110.95 I-EDE Chan 46(Y) Rwy 19.

WASHINGTON

H-9C, 12H, L-35C

IAP



LOC/DME I-DEE 110.95 Chan 46 (Y)	APP CRS 190°	Rwy Idg TDZE Apt Elev	6000 20 20
--	------------------------	-----------------------------	---------------------------------------

LOC RWY 19

EDENTON/NORTHEASTERN RGNL (EDE)

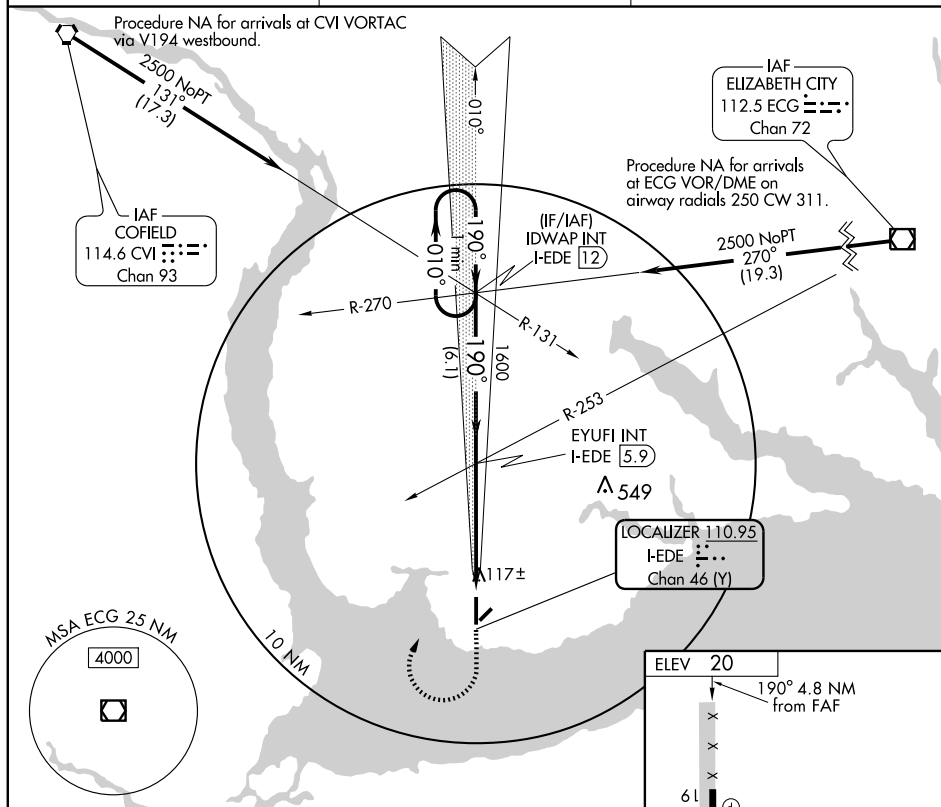
▼ If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. DME or RADAR required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via I-DEE north course to IDWAP and hold.

AWOS-3
121.125

WASHINGTON CENTER
123.85 323.0

UNICOM
123.0 (CTAF) 0

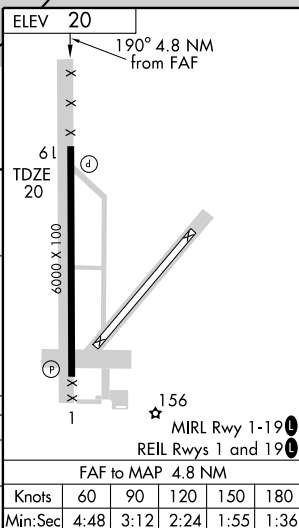
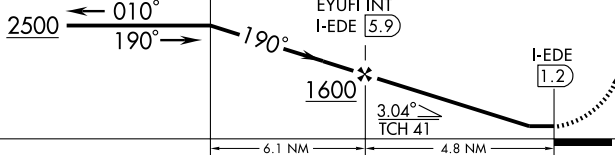


One Minute
Holding Pattern

IDWAP INT
I-DEE **12**

500
2500
I-DEE
N CRS

IDWAP INT
I-DEE **12**



CATEGORY	A	B	C	D
S-19	380-1	360 (400-1)		380-1¼ 360 (400-1¼)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)

EDENTON, NORTH CAROLINA

Orig 09211

EDENTON/NORTHEASTERN RGNL (EDE)

36°02'N - 76°34'W

LOC RWY 19

SE-2, 26 AUG 2010 to 23 SEP 2010

NDB EDE 265	APP CRS 182°	Rwy Idg TDZE Apt Elev	6000 20 20
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 19

EDENTON/NORTHEASTERN RGNL (EDE)

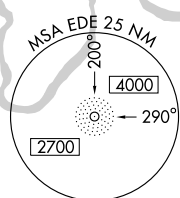
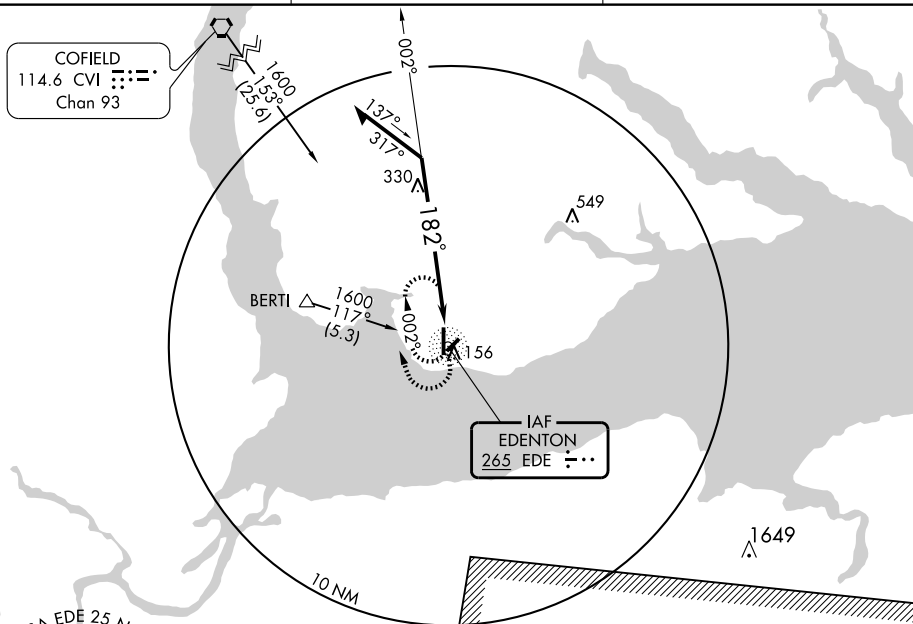


MISSED APPROACH: Climbing right turn
to 1600 in EDE NDB holding pattern.

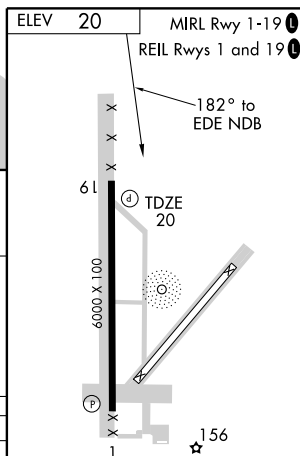
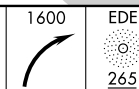
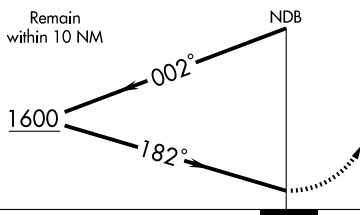
AWOS-3
121.125

WASHINGTON CENTER
123.85 323.0

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM



CATEGORY	A	B	C	D
S-19	680-1	660 (700-1)	680-1 ³ / ₄ 660 (700-1 ³ / ₄)	680-2 660 (700-2)
CIRCLING	680-1	660 (700-1)	680-1 ³ / ₄ 660 (700-1 ³ / ₄)	680-2 660 (700-2)

EDENTON, NORTH CAROLINA

Amdt 6 09211

EDENTON/NORTHEASTERN RGNL (EDE)

36°02'N - 76°34'W

NDB RWY 19

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS **025°**
 Rwy Idg **6000**
 TDZE **20**
 Api Elev **20**

RNAV (GPS) RWY 1
 EDENTON/ NORTHEASTERN RGNL (EDE)

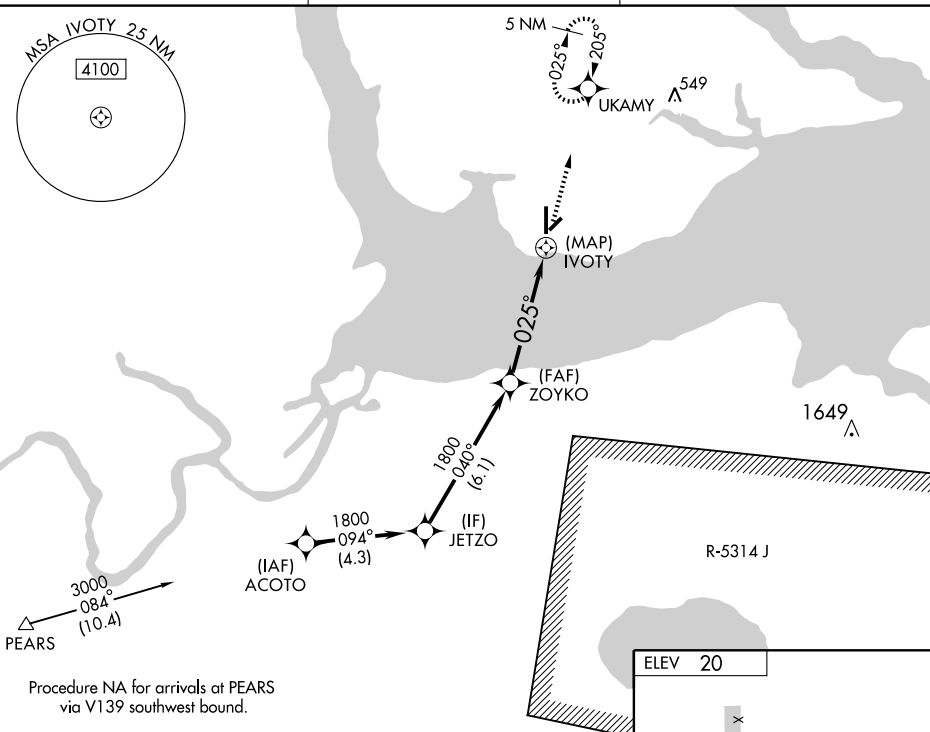
V If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet.
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

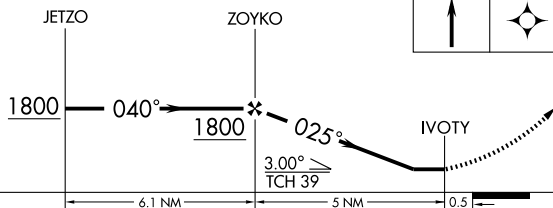
AWOS-3
121.125

WASHINGTON CENTER
123.85 323.0

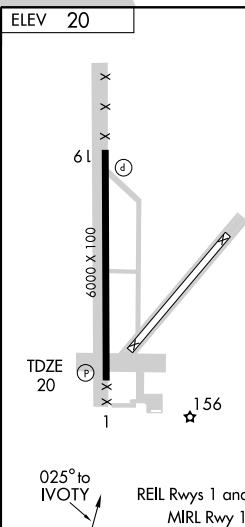
UNICOM
123.0 (CTAF) 0



Procedure
 Turn
 NA



CATEGORY	A	B	C	D
RNAV MDA	460-1	440 (500-1)	460-1¼ 440 (500-1¼)	460-1½ 440 (500-1½)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)



REIL Rwy 1 and 19 **0**
 MRL Rwy 1-19 **0**

WAAS CH 90503 W19A	APP CRS 190°	Rwy Idg 6000 TDZE 20 Apt Elev 20
--	------------------------	---

RNAV (GPS) RWY 19

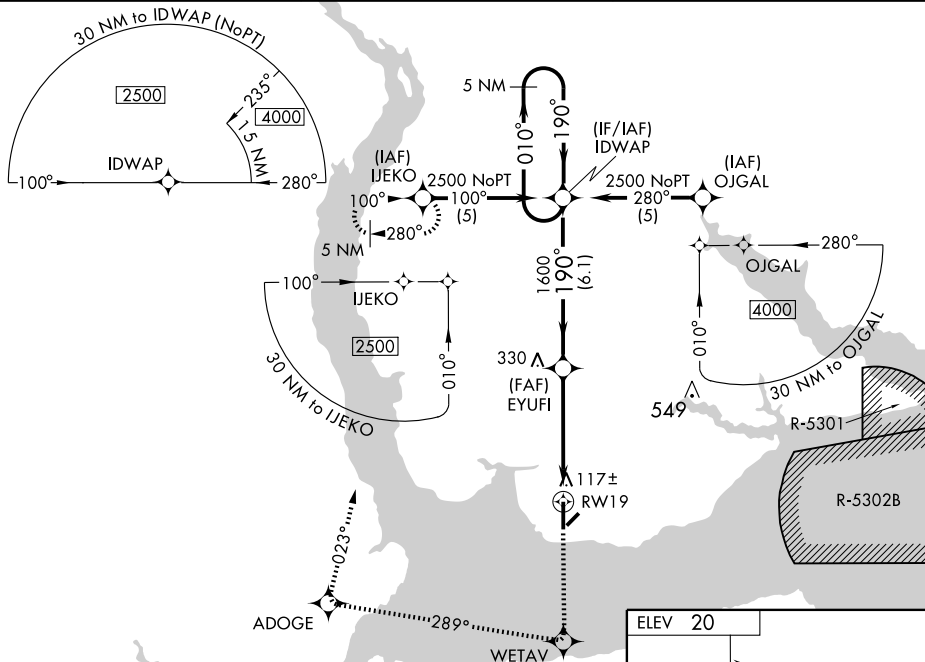
EDENTON/NORTHEASTERN RGNL (EDE)

- T** Baro-VNAV NA when using Elizabeth City altimeter setting. If local
A altimeter setting not received, use Elizabeth City altimeter setting and
increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

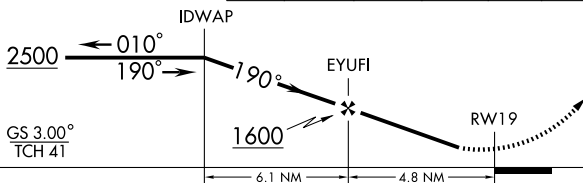
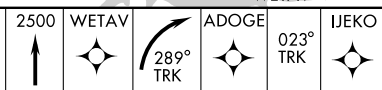
MISSED APPROACH: Climb to 2500 direct WETAV and right turn via 289° track to ADOGE and via 023° track to IJEKO and hold.

AWOS-3
121.125

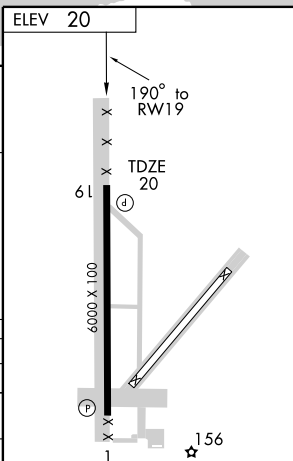
WASHINGTON CENTER
123.85 323.0

UNICOM
123.0 (CTAF) **L**

5 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		362-1¼	342 (400-1¼)	
RNAV/DA		407-1½	387 (400-1½)	
RNAV MDA		380-1	360 (400-1)	380-1¼ 360 (400-1¼)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)



MIRL Rwy 1-19 **L**
REIL Rwy 1 and 19 **L**

AIRPORT DIAGRAM

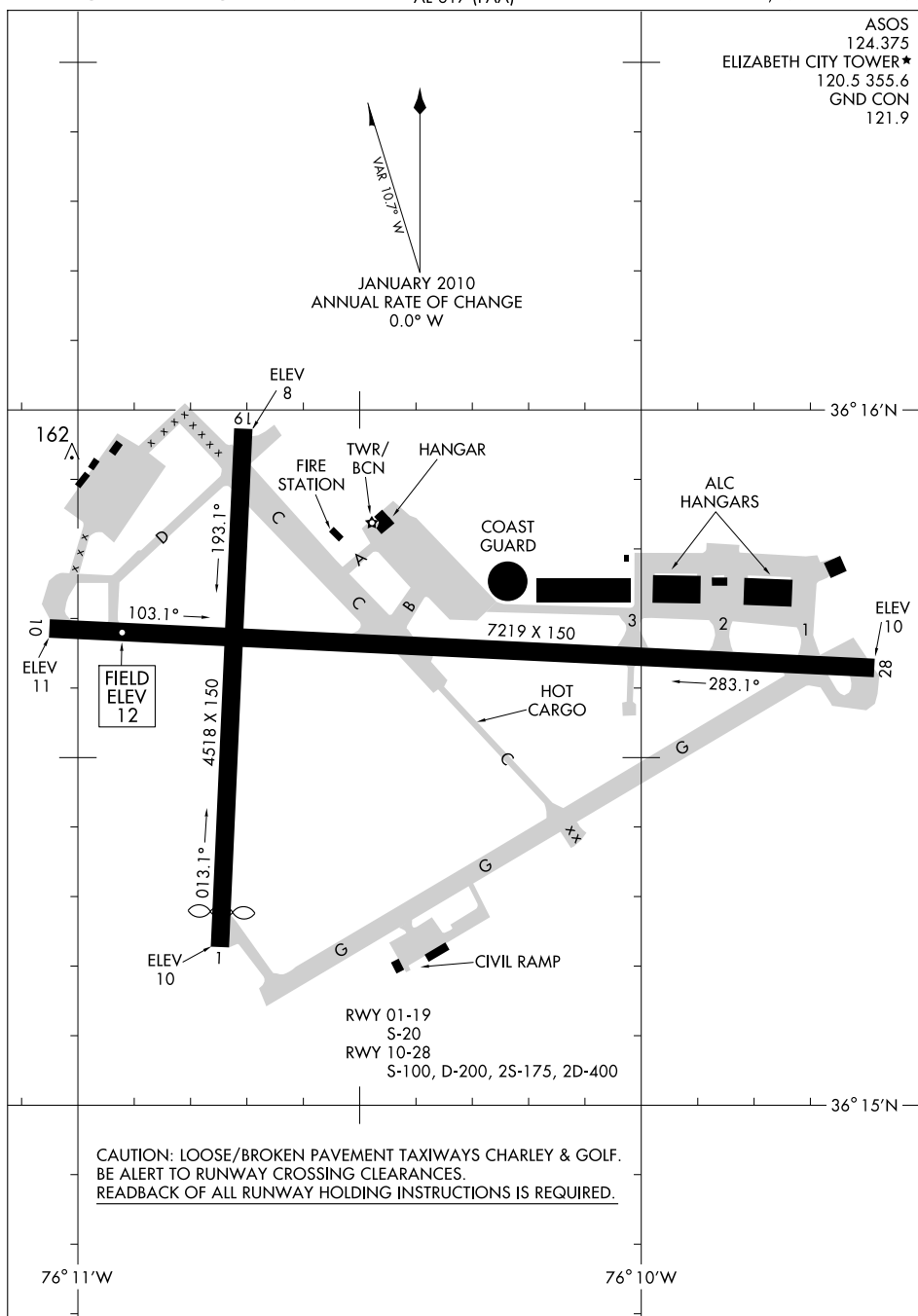
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
AL-617 (FAA) ELIZABETH CITY, NORTH CAROLINA

ASOS
124.375
ELIZABETH CITY TOWER★
120.5 355.6
GND CON
121.9

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



AIRPORT DIAGRAM

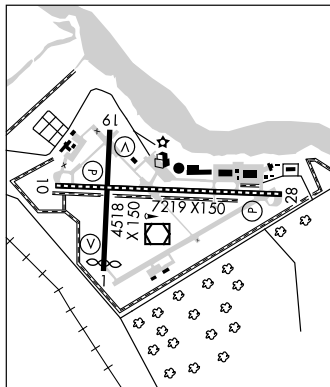
ELIZABETH CITY, NORTH CAROLINA
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

ELIZABETH CITY CG AIR STATION/RGNL (ECG) 3 SE UTC-5(-4DT)WASHINGTON
H-9C, 12H, L-35D
IAP, AD

N36°15.63' W76°10.47'

12 B S4 **FUEL** 100LL, JET A1+ TPA—See Remarks NOTAM FILE ECG**RWY 10-28:** H7219X150 (CONC) S-100, D-200, 2S-175, 2D-400
HIRL CL**RWY 10:** TDZL. REIL. PAPI(P2L)—GA 3.0° TCH 49'. Road. Rgt tfc.**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 51'. Tree.**RWY 01-19:** H4518X150 (ASPH-CONC) S-20 MIRL**RWY 01:** VASI(V4L)—GA 2.75° TCH 31'. Thld dspcd 299'.
Road. Rgt tfc.**RWY 19:** VASI(V4L)—GA 2.75° TCH 28'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1300-0200Z†, Sat-Sun 1300-2200Z†. Terminal CLOSED Christmas Day and New Years Day. Twr attended 1300-0200Z†. Civ ramp attended Mon-Fri 1300-0200Z†, Sat-Sun 1300-2200Z†. For civ attendant after hrs and holidays call 252-335-5634 during hrs attended. CG ramp attended 24 hrs, ctc 252-335-6333. CG Aviation Logistic Center ramp attended 1200-2000Z†. Twr and Civ ramp attended 1200-0300Z†. See FLIP AP/1 supplementary Arpt Info. Fuel 24 hr self svc with credit card. Heavy bird activity invof arpt. Intermittent tethered balloon ops 3 NM SE dalg hrs at 3000 ft. Rwy 01-19 and Twy G west of the civil ramp CLOSED to all ops over 12,500 lbs. Vertical tkf and landing only for copters over 12,500 lbs. Rwy 01-19 loose gravel, pavement cracks, vegetation. Acft with tail heights to 50' parked on apron first 2000' from Rwy 28 right side 250' from rwy centerline. TPA-Fixed Wing 1512(1500), Rotary Wing 1012(1000). All DOD turbojet acft must obtain prior permission from air station ops prior to requesting arpt familiarization apchs. SP LHOX OIL: 0-133-156 Tran Alert-No tran maintenance, ltd svc, expect up to 4 hr delay for fuel. Tran air carrier must remain with acft to provide directions/assistance in servicing. All DOD turbojet acft full stop lds only, practice apchs and touch and go lds prohibited. PPR for parking and svcs on Coast Guard Ramp and Aviation Logistic Center (ALC) ramp. Coast Guard complex has numerous buildings within the building restriction lines. Compass rose for Coast Guard use only. Noise Abatement in effect: call afld management for details at 252-335-6333. Blimp opr and training site 3 NM southeast of fld—flight opr conducted in surrounding area. Seasonal low-flying agricultural acft based in the local area. No line-of-sight between rwy ends. Search and Rescue may rqr 24 hr twr staff 0200-1300Z†, trans intentions in the blind on 120.5. Facilities and connector twys north of Rwy 10-28 restricted to official CG business, PPR for entry. Twy pavement rough. All acft destined for CG Air Station ctc Elizabeth City air on 345.0, 10 min prior to ldg. All acft destined for CG ALC ctc Flt Ops 123.1. When twr is clsd centerline lgtg and VASI Rwy 10 and Rwy 28 opr continuously. ACTIVATE HIRL Rwy 10-28 and MIRL Rwy 01-19—CTAF.

**WEATHER DATA SOURCES:** ASOS 124.375 (252) 338-4750. HIWAS 112.5 ECG.**COMMUNICATIONS:** CTAF 120.5 UNICOM 122.95

RCO 122.2 122.05R 112.5T (RALEIGH RADIO)

R NORFOLK APP/DEP CON 119.55

TOWER 120.5 (1300-0200Z†) **GND CON** 121.9**AIRSPACE:** CLASS D svc 1300-0200Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ECG.

(L) VOR/DME 112.5 ECG Chan 72 N36°15.46' W76°10.54' at fld. 10/07W. HIWAS.

WOODVILLE NDB (MHW) 254 LLW N36°15.78' W76°17.88' 101° 6 NM to fld.

ILS/DME 111.35 I-EPR Chan 50(Y) Rwy 10. Class IE.

COMM/NAV/WEATHER REMARKS: 24 hr search and rescue acft ops may rqr twr to be staffed 0300-1200Z†, transmit intentions in the blind on 120.5.

LOC/DME I-PRP **111.35**
Chan **50** (Y)

APP CRS **099°**

Rwy Idg **7219**
TDZE **11**
Apt Elev **12**

ILS or LOC RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

▼ Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME or RADAR REQUIRED.

▲ If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 238 feet; increase all MDAs 40 feet. VDP NA when using Currituck altimeter setting.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 281° and ECG WOR/DME R-311 to SUNNS INT/ ECG 19.5 DME and hold.

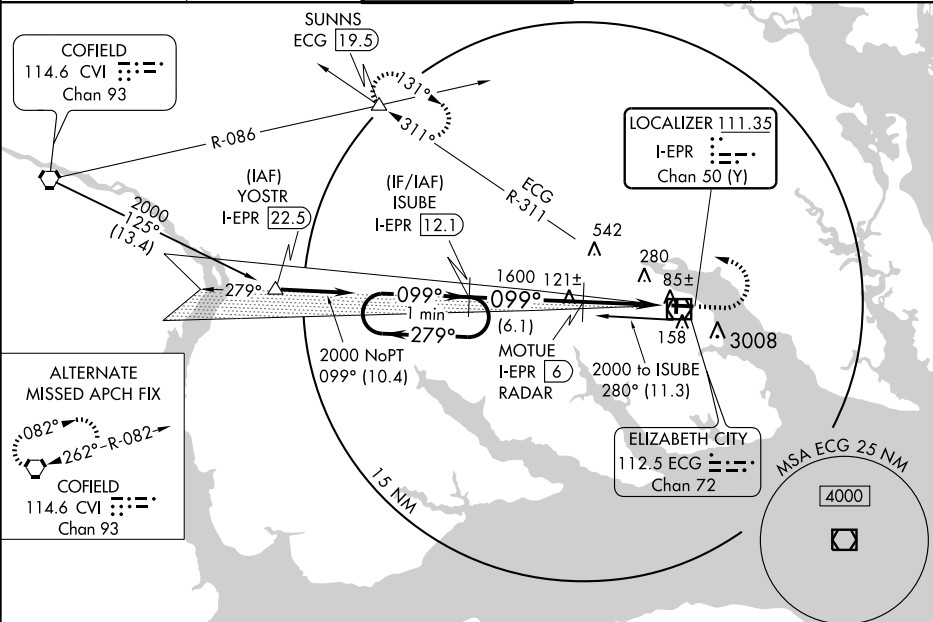
ASOS
124.375

NORFOLK APP CON
119.55 269.42

ELIZABETH CITY TOWER ★
120.5 (CTAF) 355.6

GND CON
121.9

UNICOM
122.95



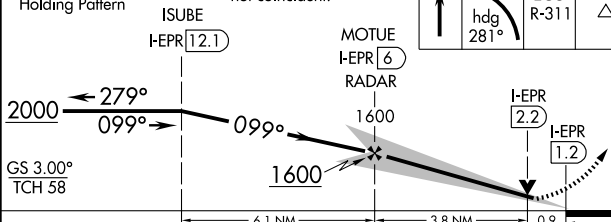
DME OR RADAR REQUIRED

One Minute
Holding Pattern

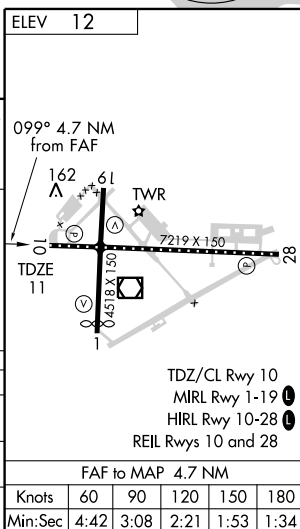
VGSI and ILS glidepath
not coincident.

500 3000
↑ hdg
281°

SUNNS



CATEGORY	A	B	C	D
S-ILS 10	211-3/4 200 (200-3/4)			
S-LOC 10	360-1 349 (400-1)			360-1 349 (400-1 1/4)
CIRCLING	480-1 468 (500-1)		480-1 1/2 468 (500-1 1/2)	640-2 628 (700-2)



NDB LLW	APP CRS	Rwy Idg	7219
<u>254</u>	101°	TDZE	12
		Apt Elev	12

NDB RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

T Procedure not authorized when tethered balloon
A NA located approximately 2 miles southeast of
airport is flying.

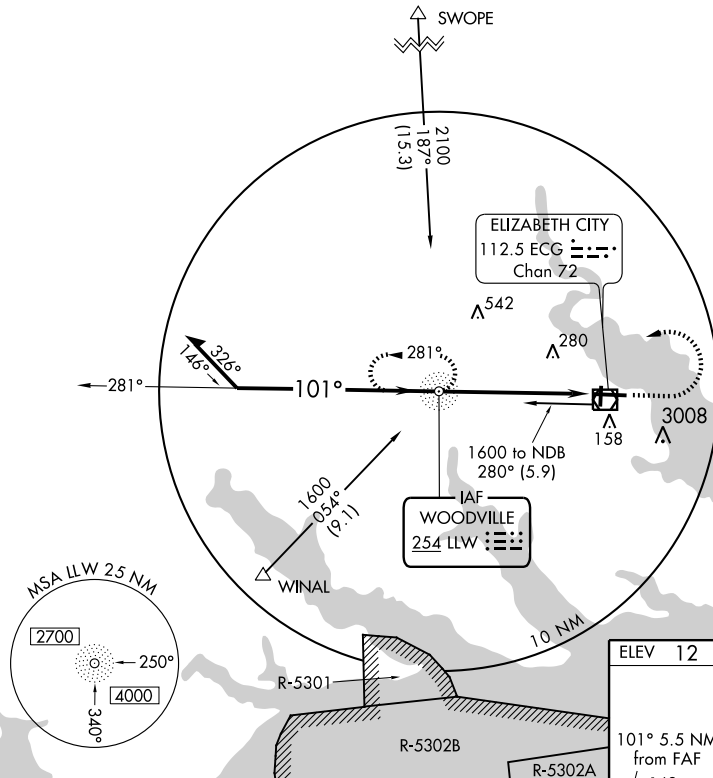
MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

ASOS
124.375

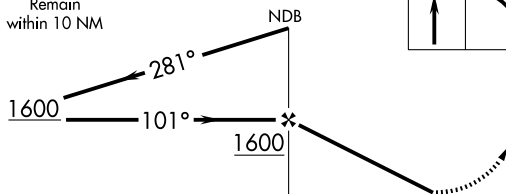
NORFOLK APP CON
119.55 269.42

ELIZABETH CITY TOWER★
120.5 (CTAF) **L** 355.6

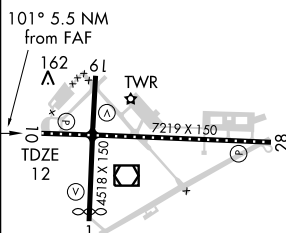
GND CON
121.9

UNICOM
122.95


Remain
within 10 NM



ELEV 12



TDZ/CL Rwy 10

MIRI Rwy 1-19 MIRL Rwy 1-19 L
LIRL R 10 20 LHIRL Rwy 10-28 **L**

FAF to MAP 5.5 NM

FAF 16 MAP 5.5 NM					
Knots	40	80	120	150	180

Knots	60	90	120	150	180

ELIZABETH CITY, NORTH CAROLINA

Orig-E 19NOV09

ELIZABETH CITY COAST GUARD AIR STATION/RGNI (ECG)

24814/NL 74810/M

NDB RWY 10

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 1

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

APP CRS
354°

Rwy Idg **4220**
TDZE **12**
Apt Elev **12**



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure not authorized when tethered balloon located
approximately 2 miles southeast of airport is flying.
ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climbing right turn to 2100 direct
GEDLE WP and hold.

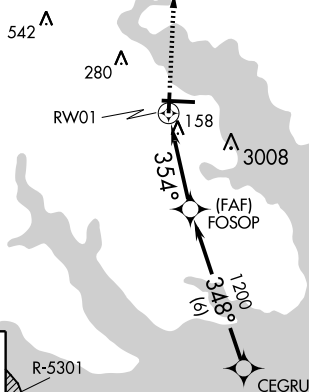
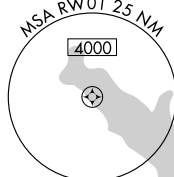
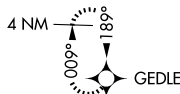
ASOS
124.375

NORFOLK APP CON
119.55 269.42

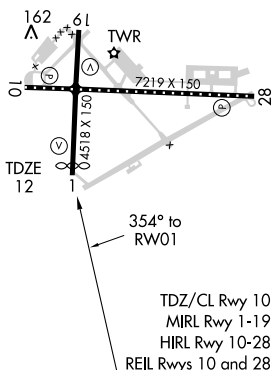
ELIZABETH CITY TOWER ★
120.5 (CTAF) 355.6

GND CON
121.9

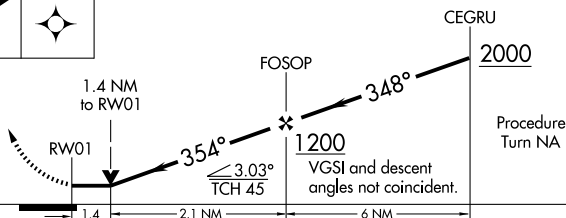
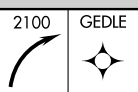
UNICOM
122.95



ELEV **12**



ELIZABETH CITY, NORTH CAROLINA
Orig-A 10210



CATEGORY	A	B	C	D
LNAV MDA	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W

RNAV (GPS) RWY 1

WAAS CH 65703 W10A	APP CRS 099°	Rwy Idg 7219 TDZE 11 Apt Elev 12
--	------------------------	---

RNAV (GPS) RWY 10

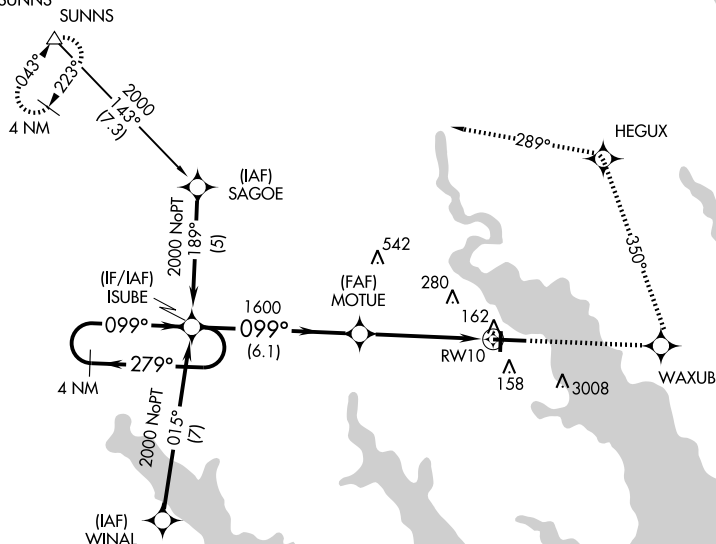
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (EGC)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 288 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

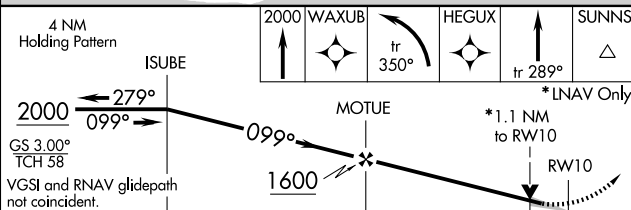
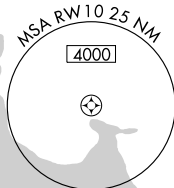
MISSED APPROACH: Climb to 2000 direct WAXUB and left turn via 350° track to HEGUX and 289° track to SUNNS and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER ★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------

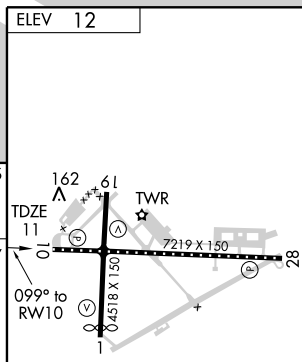
Procedure NA for arrivals at SUNNS on V266 Northwest bound.



Procedure NA for arrivals at WINAL on V472 Westbound.



CATEGORY	A	B	C	D
LPV DA	261- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
RNAV MDA	420-1	409 (500-1)	420-1 $\frac{1}{4}$	409 (500-1 $\frac{1}{4}$)
CIRCLING	480-1	468 (500-1)	480-1 $\frac{1}{2}$	640-2
			468 (500-1 $\frac{1}{2}$)	628 (700-2)



TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REIL Rwy 10 and 28

APP CRS **189°**
Rwy Idg **4518**
TDZE **12**
Apt Elev **12**

RNAV (GPS) RWY 19

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
▲ NA Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE WP and hold.

ASOS
124.375

NORFOLK APP CON
119.55 269.42

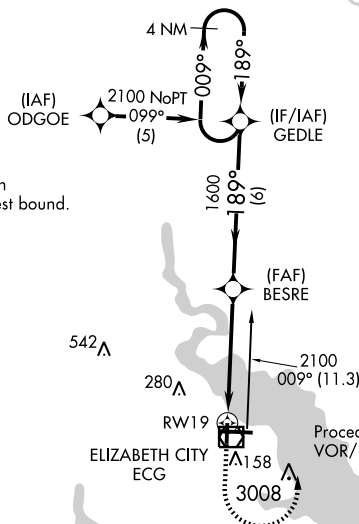
ELIZABETH CITY TOWER ★
120.5 (CTAF) 355.6

GND CON
121.9

UNICOM
122.95

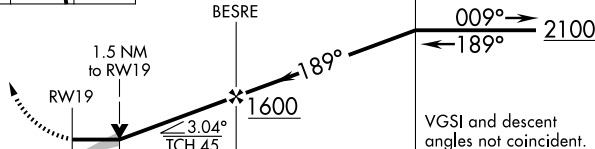
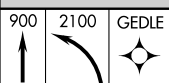
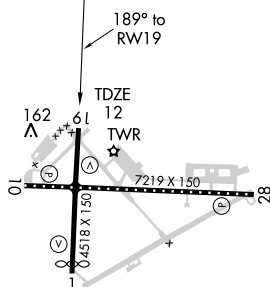
SUNNS 2100
094°
(11.4)

Procedure NA for arrivals at SUNNS on
V139 Southwest bound, V266 Northwest bound.



Procedure NA for arrivals at ECG
VOR/DME on V266 Southeast bound.

ELEV **12**



GEDLE 4 NM
Holding Pattern

VGSI and descent
angles not coincident.

TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REIL Rwy 10 and 28

CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

ELIZABETH CITY, NORTH CAROLINA
Orig 10210

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W

RNAV (GPS) RWY 19

VOR/DME ECG
112.5
Chan **72**

APP CRS
016°

Rwy ldg
TDZE
Apt Elev
4219
12

VOR/DME RWY 1

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)



Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. Penetration of R-5301 is not authorized. ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climb to 1600 then right turn direct ECG VOR/DME and hold.

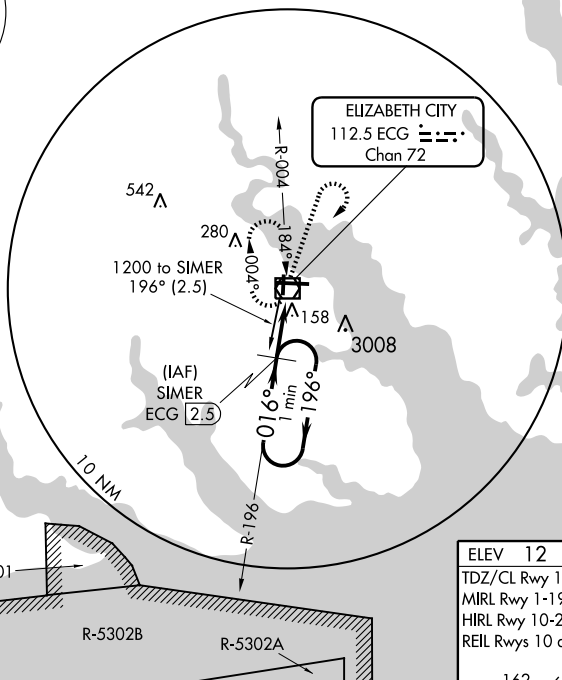
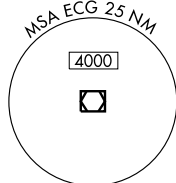
ASOS
124.375

NORFOLK APP CON
119.55 269.42

ELIZABETH CITY TOWER★
120.5 (CTAF) 355.6

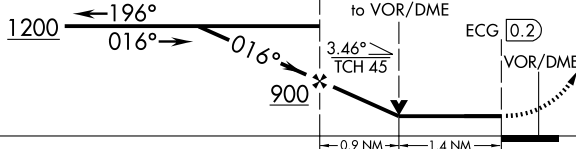
GND CON
121.9

UNICOM
122.95



One Minute
Holding Pattern

SIMER
ECG 2.5



CATEGORY	A	B	C	D
S-1	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCUING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

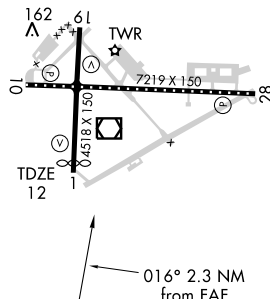
ELEV 12

TDZ/CL Rwy 10

MIRL Rwy 1-19

HIRL Rwy 10-28

REIL Rws 10 and 28



VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	108°	TDZE	12
Chan 72		Apt Elev	12

VOR/DME RWY 10

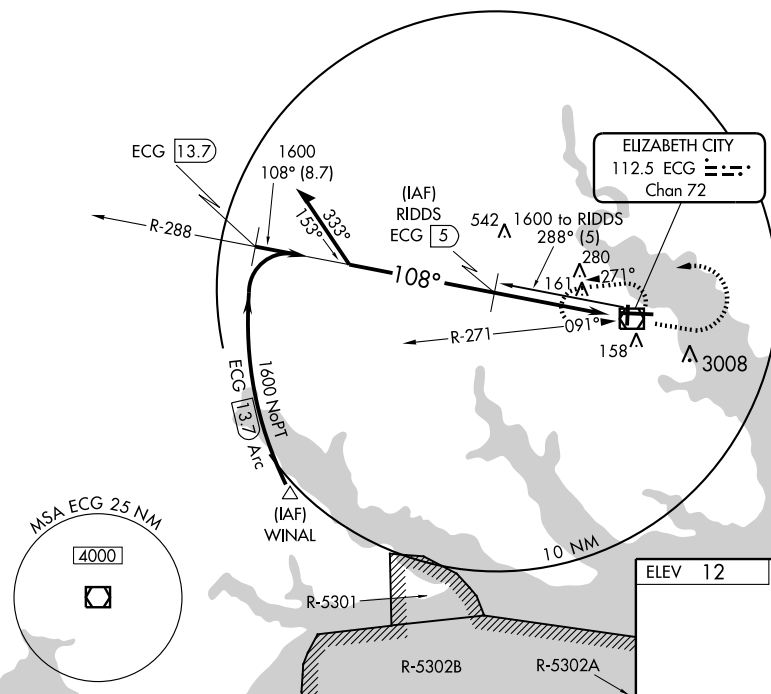
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)



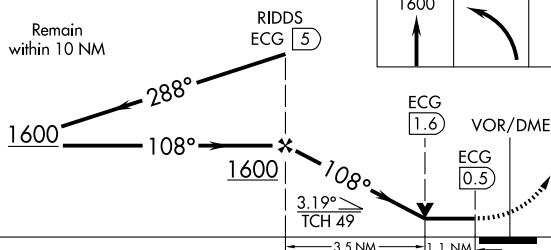
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

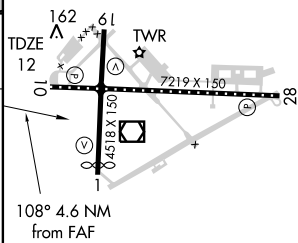
ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER ★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
-----------------	----------------------------------	--	------------------	------------------



Remain within 10 NM



ELEV 12



CATEGORY	A	B	C	D
S-10	420-1	408 (500-1)	420-1¼	408 (500-1¼)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REIL Rws 10 and 28

VOR/DME ECG 112.5 Chan 72	APP CRS 184°	Rwy Idg 4518 TDZE 12 Apt Elev 12
---	------------------------	---

VOR/DME RWY 19
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

T Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

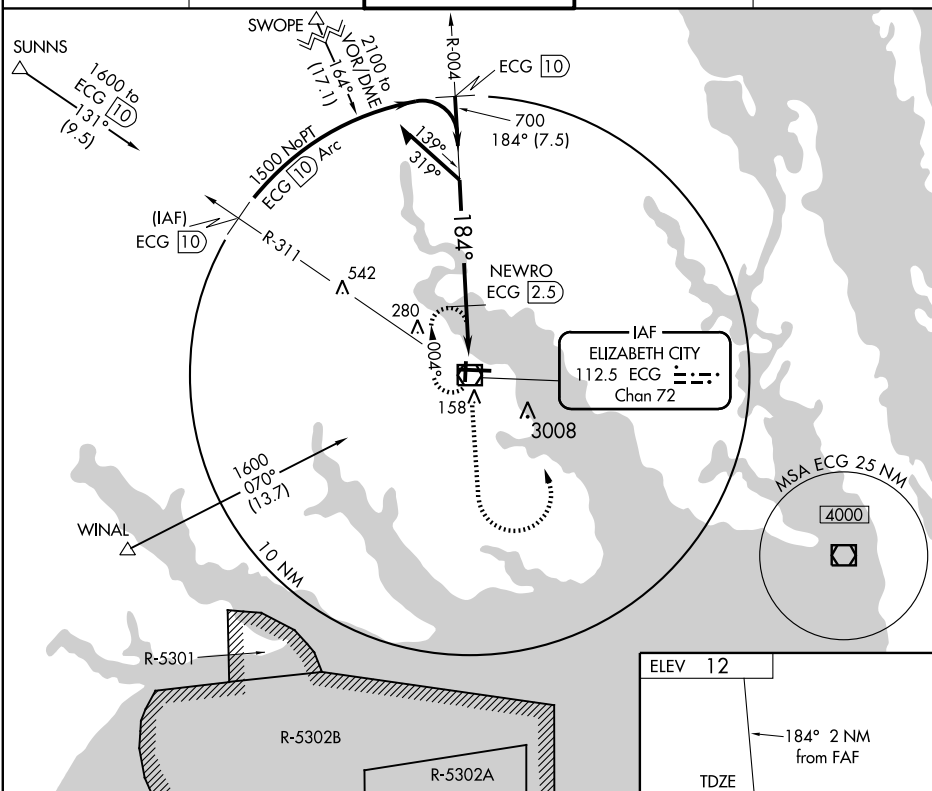
MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS
124.375

NORFOLK APP CON
119.55 269.42

ELIZABETH CITY TOWER★
120.5(CTAF) 355.6

GND CON
121.9

UNICOM
122.95

SE-2. 26 AUG 2010 to 23 SEP 2010

Remain
within 10 NM

VOR/DME
6000

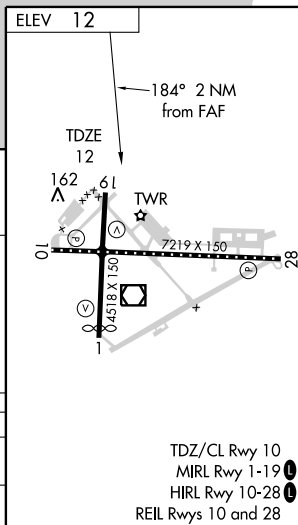
1600

ECG

1600
NEWRO
ECG 2.5
800
3.49

EC

VGSI and descent
angles not coincident.



CATEGORY	A	B	C	D
S-19	480-1	468 (500-1)	480-1 $\frac{1}{4}$ 468 (500-1 $\frac{1}{4}$)	480-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$)
CIRCLING	520-1	508 (600-1)	520-1 $\frac{1}{2}$ 508 (600-1 $\frac{1}{2}$)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 **L**
HIRL Rwy 10-28 **L**
REIL Rws 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Amdt 10D 19NOV09

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W VOR/DME BWY 19

VOR/DME RWY 19

VOR/DME ECG	APP CRS	Rwy Idg	7219
Chan 72	270°	TDZE	11
		Apt Elev	12

VOR/DME RWY 28

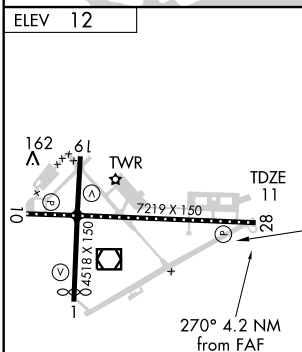
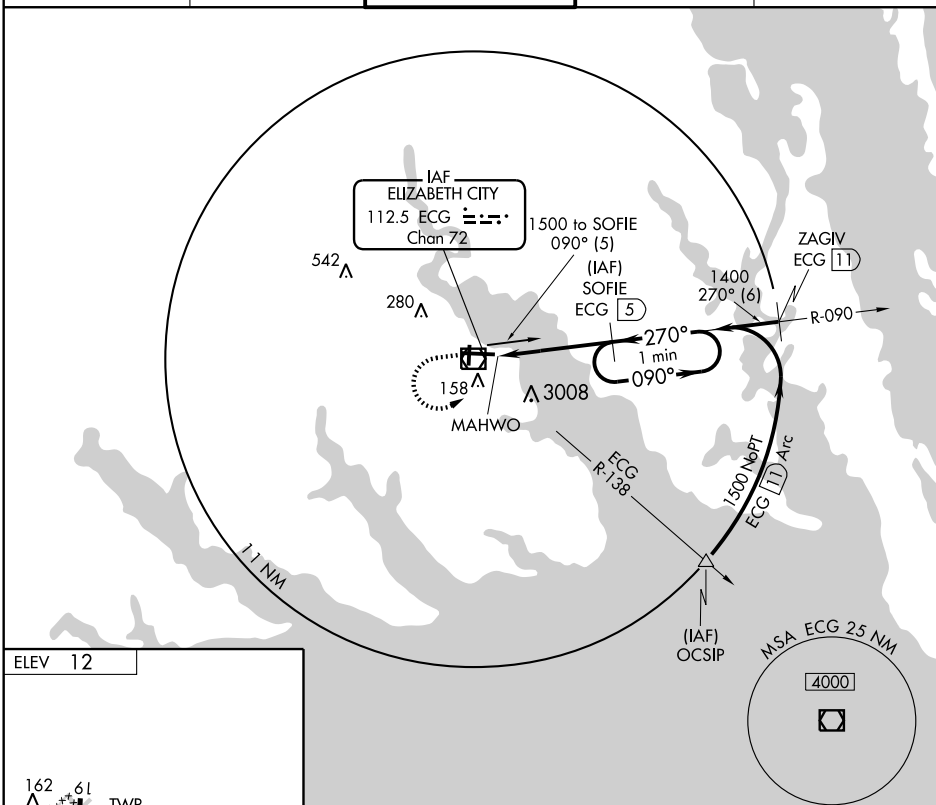
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)



Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
-----------------	----------------------------------	---	------------------	------------------



1000	1500	SOFIE ECG 5	SOFIE ECG 5	One Minute Holding Pattern
ECG R-090				
MAHWO ECG 0.8				
270°				
1400				
2.99°				
TCH 51				
4.2 NM				
CATEGORY	A	B	C	D
S-28	360-1	349 (400-1)		360-1 1/4 349 (400-1 1/4)
CIRCLING	520-1	508 (600-1)	520-1 1/2 508 (600-1 1/2)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REIL Rws 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Amdt 1 10210

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W

VOR/DME RWY 28

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

ELIZABETHTOWN**CURTIS L BROWN JR FIELD** (EYF) 2 SE UTC-5(-4DT) N34°36.11' W78°34.76'**CHARLOTTE**

132 B S2 FUEL 100LL, JET A1+ NOTAM FILE RDU

L-35A, 36F

RWY 15-33: H4998X75 (ASPH) S-30, D-45 MIRL

IAP

RWY 15: PAPI(P2L)—GA 4.2° TCH 45'.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2330Z†, Sun 1330-2330Z†. For svc after hrs and emergencies call 910-862-8928. Fuel avbl 24 hrs with credit card. Deer on and invof arpt. Birds on and invof arpt spring and fall. Low level military activity invof arpt. Arpt bcn is obscured by trees to the east. ACTIVATE MIRL Rwy 15-33; PAPI Rwy 15 and Rwy 33 and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.475 (910) 862-9982.**COMMUNICATIONS:** CTAF/UNICOM 122.8

FAYETTEVILLE APP/DEP CON 133.0

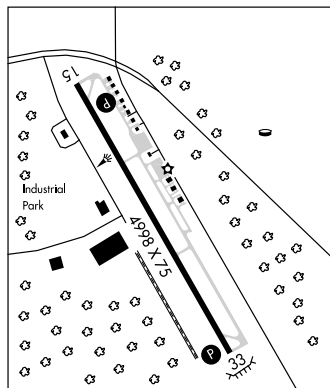
RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13'

W78°52.50' 151° 27.2 to fld. 179/04W.

ELIZABETHTOWN NDB (MHW) 398 TQZ N34°31.73'

W78°30.96' 332° 5.4 NM to fld. NOTAM FILE RDU.

**ELIZABETHTOWN** N34°31.73' W78°30.96' NOTAM FILE RDU.**CHARLOTTE**

NDB (MHW) 398 TQZ 332° 5.4 NM to Curtis L Brown Jr Fld.

L-35A**ELKIN MUNI** (ZEF) 3 NE UTC-5(-4DT) N36°16.80' W80°47.16'**CINCINNATI**

1068 B S2 FUEL 100LL, JET A1+ TPA-2068(1000) NOTAM FILE RDU

L-25D

RWY 07-25: H4003X75 (ASPH) S-25 MIRL 0.7% up W

IAP

RWY 07: VASI(V2L)—GA 3.5° TCH 19'. Tree.

RWY 25: REIL. VASI(V2L)—GA 4.5° TCH 66'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z†. For svc after hrs call 336-874-7171, 336-874-2931, 336-366-7994 or 336-926-6243. Fuel 24 hr self svc with credit card. Trees and steep terrain within 75' of rwy. Deer on and invof arpt. Rwy 25 has an uphill grade. Rwy 07 and Rwy 25 VASI opr continuously. Rwy 25 VASI unusable bdy 5° left and right of centerline due to trees. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA CENTER APP/DEP CON 125.15

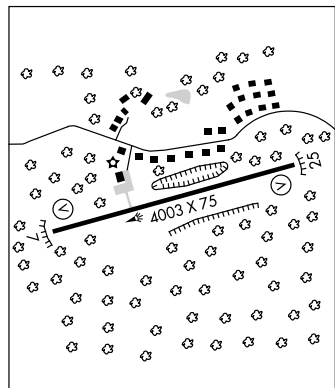
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

BARRETT'S MOUNTAIN (L) VOR/DME 110.8 BZM Chan 45

N35°52.13' W81°14.43' 048° 33.1 NM to fld. 1880/06W.

ZEPHYR NDB (MHW) 326 ZEF N36°18.79' W80°43.40' 242°

3.6 NM to fld.

**ELLAS** N34°45.03' W77°42.27' NOTAM FILE OAJ.**CHARLOTTE**

NDB (LOM) 261 OA 052° 6.6 NM to Albert J. Ellis. Unmonitored.

ENGELHARD**HYDE CO** (7W6) 6 N UTC-5(-4DT) N35°33.74' W75°57.31'**CHARLOTTE**

8 B NOTAM FILE RDU

L-35C

RWY 11-29: H4700X100 (ASPH-GRVD) S-30, D-43 MIRL

RWY 11: PAPI(P2L)—GA 3.0° TCH 34'. Rgt tfc.

RWY 29: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

AIRPORT REMARKS: Unattended. R5313 5 miles E of arpt and R5314 5 miles N of arpt have heavy concentrations of military acft within 1000' AGL and in excess of 500 knots, acft maneuvering for ldg and after tkf should remain over land E of airport. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 11-29—CTAF. PAPI Rwy 11 and Rwy 29 on continuously.

COMMUNICATIONS: CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26' W77°33.50' 086° 79.0 NM to fld. 106/05W.

APP CRS **152°**
Rwy ldg **4998**
TDZE **133**
Apt Elev **133**

GPS RWY 15

ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

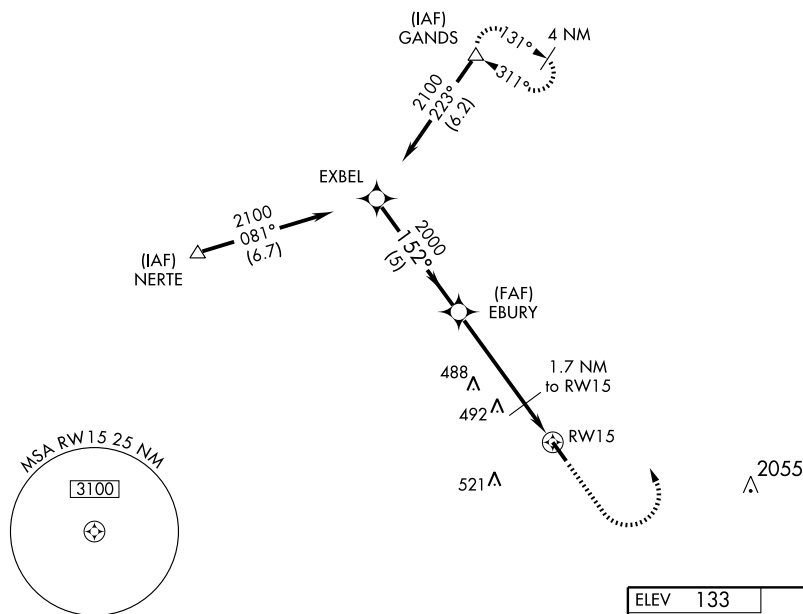
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct GANDS WP and hold.

AWOS-3
119.475

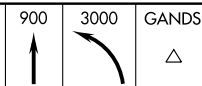
FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF)

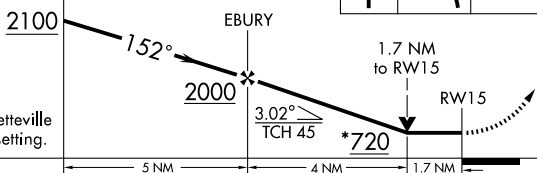


Procedure
Turn
NA

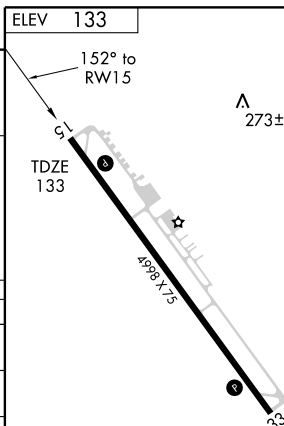
VGSI and descent angles
not coincident.



*800 when
using Fayetteville
altimeter setting.



CATEGORY	A	B	C	D
S-15	580-1	447 (500-1)	580-1½	447 (500-1½)
CIRCLING	640-1	507 (600-1)	640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-15	660-1	527 (600-1)	660-1½ 527 (600-1½)	660-1¾ 527 (600-1¾)
CIRCLING	700-1	567 (600-1)	700-1¾ 567 (600-1¾)	880-2½ 747 (800-2½)



REIL Rwy 33
MIRL Rwy 15-33

APP CRS 332°	Rwy Idg 4998
	TDZE 123
	Apt Elev 133

GPS RWY 33

ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

NA Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

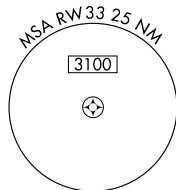
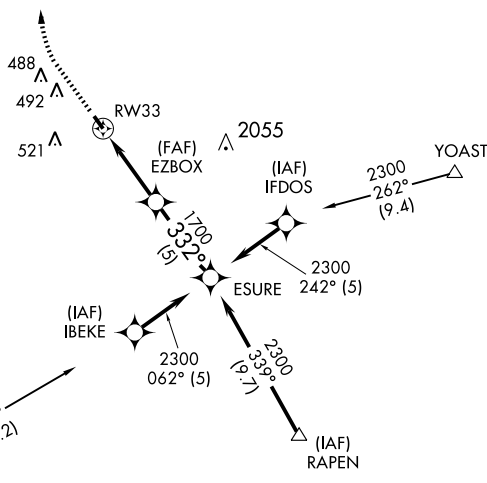
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GANDS WP and hold.

AWOS-3
119.475

FAYETTEVILLE APP CON
133.0 295.0

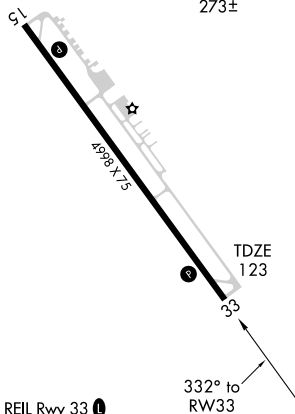
UNICOM
122.8 (CTAF)

GANDS
131°
311°
4 NM

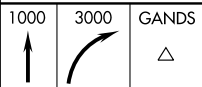


ELEV 133

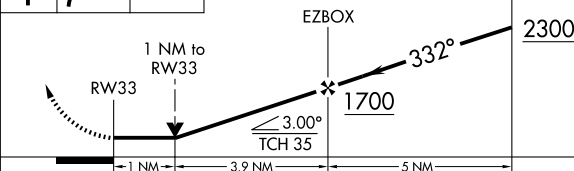
A 273±



REIL Rwy 33
MRL Rwy 15-33



Procedure
Turn
NA



CATEGORY	A	B	C	D
S-33	480-1 357 (400-1)			480-1¼ 357 (400-1¼)
CIRCLING	640-1	507 (600-1)	640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	560-1	437 (500-1)	560-1¼ 437 (500-1¼)	560-1½ 437 (500-1½)
CIRCLING	700-1	567 (600-1)	700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

NDB TQG	APP CRS	Rwy Idg	4998
398	332°	TDZE	123
		Apt Elev	133

NDB RWY 33

ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

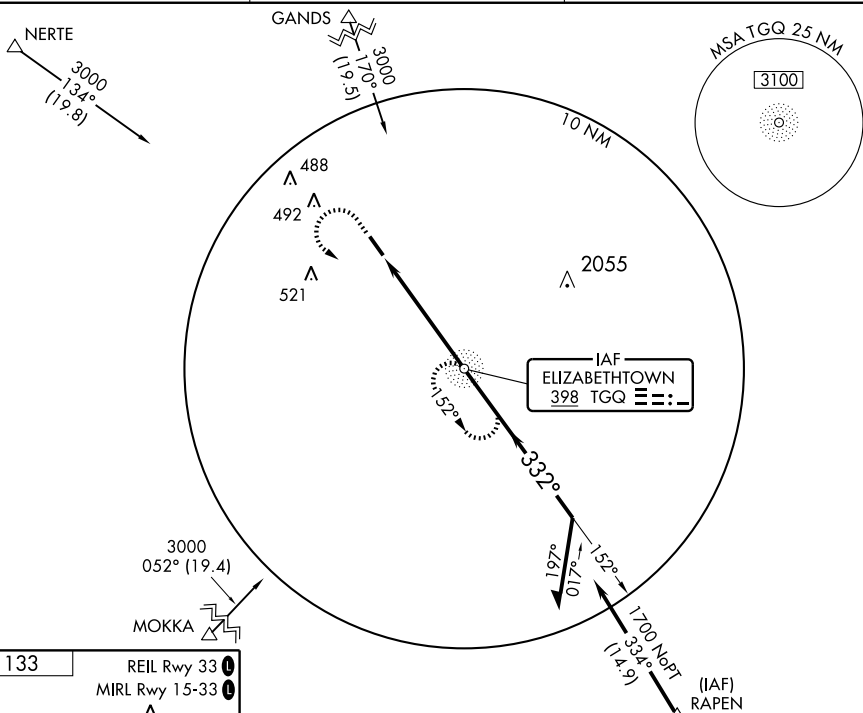
NA Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. Descent angle/gradient not authorized with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 direct TQG NDB and hold.

AWOS-3
119.475

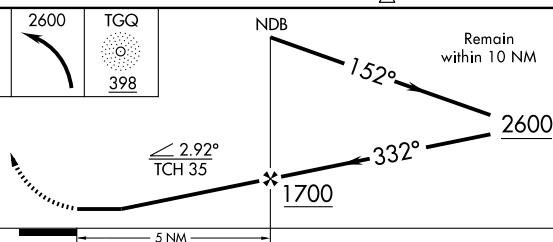
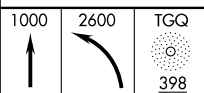
FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF)



ELEV 133

REIL Rwy 33
MIRL Rwy 15-33
273±



CATEGORY	A	B	C	D
S-33	540-1	417 (500-1)	540-1¼	417 (500-1¼)
CIRCLING	640-1	507 (600-1)	640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)
CIRCLING	700-1	567 (600-1)	700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

ELIZABETHTOWN, NORTH CAROLINA

ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

Amdt 1 10154

34°36'N-78°35'W

NDB RWY 33

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME FAY
108.8
 Chan **25**

APP CRS
152°

Rwy Idg
 TDZE **133**
 Apt Elev **133**

VOR/DME RWY 15

ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

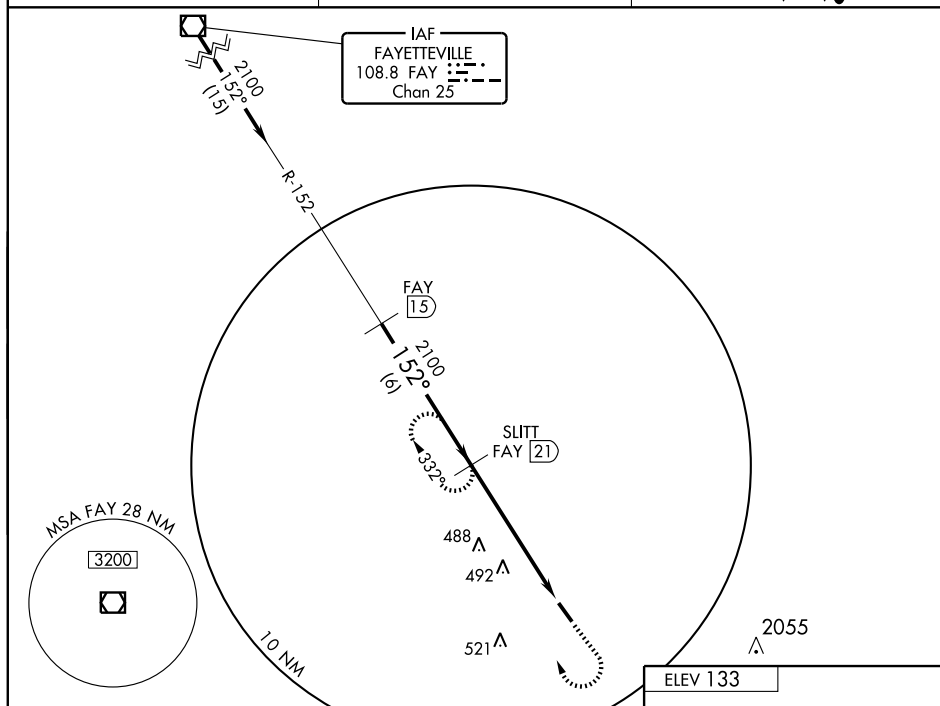
NA Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via FAY R-152 to SLITT 21 DME and hold.

AWOS-3
119.475

FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF) **0**



Procedure	Turn	NA	FAY 15	SLITT FAY 21	1000	2100	SLITT FAY 21
			2100	2100			
			152°	152°			
			VGSI and descent angles not coincident.	3.11° TCH 45			
			6 NM	4 NM	1.8		
CATEGORY	A	B	C	D			
S-15	760-1 627 (700-1)	760-1¼ 627 (700-1¼)	760-1¾ 627 (700-1¾)	760-2 627 (700-2)			
CIRCLING	760-1 627 (700-1)	760-1¼ 627 (700-1¼)	760-1¾ 627 (700-1¾)	800-2 667 (700-2)			
FAYETTEVILLE ALTIMETER SETTING MINIMUMS							
S-15	820-1 687 (700-1)	820-1¼ 687 (700-1¼)	820-2 687 (700-2)	820-2¼ 687 (700-2¼)			
CIRCLING	820-1 687 (700-1)	820-1¼ 687 (700-1¼)	820-2 687 (700-2)	880-2½ 747 (800-2½)			

REIL Rwy 33 **0**
 MIRL Rwy 15-33 **0**

ELIZABETHTOWN**CURTIS L BROWN JR FIELD** (EYF) 2 SE UTC-5(-4DT) N34°36.11' W78°34.76'**CHARLOTTE**

132 B S2 FUEL 100LL, JET A1+ NOTAM FILE RDU

L-35A, 36F

RWY 15-33: H4998X75 (ASPH) S-30, D-45 MIRL

IAP

RWY 15: PAPI(P2L)—GA 4.2° TCH 45'.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2330Z†, Sun 1330-2330Z†. For svc after hrs and emergencies call 910-862-8928. Fuel avbl 24 hrs with credit card. Deer on and invof arpt. Birds on and invof arpt spring and fall. Low level military activity invof arpt. Arpt bcn is obscured by trees to the east. ACTIVATE MIRL Rwy 15-33; PAPI Rwy 15 and Rwy 33 and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.475 (910) 862-9982.**COMMUNICATIONS:** CTAF/UNICOM 122.8

FAYETTEVILLE APP/DEP CON 133.0

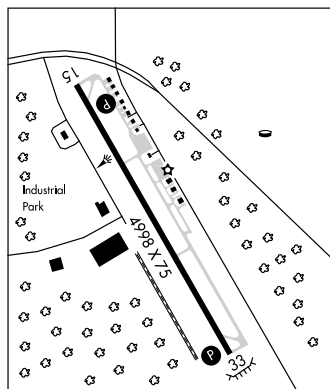
RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13'

W78°52.50' 151° 27.2 to fld. 179/04W.

ELIZABETHTOWN NDB (MHW) 398 TQZ N34°31.73'

W78°30.96' 332° 5.4 NM to fld. NOTAM FILE RDU.

**ELIZABETHTOWN** N34°31.73' W78°30.96' NOTAM FILE RDU.**CHARLOTTE**

NDB (MHW) 398 TQZ 332° 5.4 NM to Curtis L Brown Jr Fld.

L-35A**ELKIN MUNI** (ZEF) 3 NE UTC-5(-4DT) N36°16.80' W80°47.16'**CINCINNATI**

1068 B S2 FUEL 100LL, JET A1+ TPA-2068(1000) NOTAM FILE RDU

L-25D

RWY 07-25: H4003X75 (ASPH) S-25 MIRL 0.7% up W

IAP

RWY 07: VASI(V2L)—GA 3.5° TCH 19'. Tree.

RWY 25: REIL. VASI(V2L)—GA 4.5° TCH 66'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z†. For svc after hrs call 336-874-7171, 336-874-2931, 336-366-7994 or 336-926-6243. Fuel 24 hr self svc with credit card. Trees and steep terrain within 75' of rwy. Deer on and invof arpt. Rwy 25 has an uphill grade. Rwy 07 and Rwy 25 VASI opr continuously. Rwy 25 VASI unusable bdy 5° left and right of centerline due to trees. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA CENTER APP/DEP CON 125.15

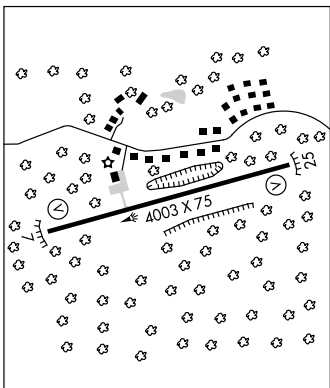
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

BARRETTS MOUNTAIN (L) VOR/DME 110.8 BZM Chan 45

N35°52.13' W81°14.43' 048° 33.1 NM to fld. 1880/06W.

ZEPHYR NDB (MHW) 326 ZEF N36°18.79' W80°43.40' 242°

3.6 NM to fld.

**ELLAS** N34°45.03' W77°42.27' NOTAM FILE OAJ.**CHARLOTTE**

NDB (LOM) 261 OA 052° 6.6 NM to Albert J. Ellis. Unmonitored.

ENGELHARD**HYDE CO** (7W6) 6 N UTC-5(-4DT) N35°33.74' W75°57.31'**CHARLOTTE**

8 B NOTAM FILE RDU

L-35C

RWY 11-29: H4700X100 (ASPH-GRVD) S-30, D-43 MIRL

RWY 11: PAPI(P2L)—GA 3.0° TCH 34'. Rgt tfc.

RWY 29: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

AIRPORT REMARKS: Unattended. R5313 5 miles E of arpt and R5314 5 miles N of arpt have heavy concentrations of military acft within 1000' AGL and in excess of 500 knots, acft maneuvering for ldg and after txf should remain over land E of airport. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 11-29—CTAF. PAPI Rwy 11 and Rwy 29 on continuously.

COMMUNICATIONS: CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISO.

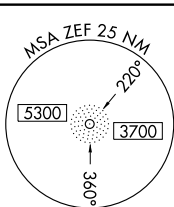
KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26' W77°33.50' 086° 79.0 NM to fld. 106/05W.

NDB or GPS RWY 25

ELKIN MUNI (ZEF)

NDB ZEF
326APP CRS
242°Rwy Idg **4003**
TDZE **1065**
Apt Elev **1068**

Use Winston-Salem, NC altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct to ZEF
NDB and hold.ATLANTA CENTER
125.15 263.0UNICOM
123.05 (CTAF)

3809

3245±

1609

(MAGDT)

IAF
ZEPHYR
326 ZEF

1371

1498

BURCH

2253

10 NM

FREON

5000
243°
(25.6)

3089

GREENSBORO
116.2 GSO
Chan 1095000 to NDB
297°
(39.7)

ELEV 1068

4000

ZEF

326

NDB

Remain
within 10 NM

4000

(MAGDT)

2100

0.2 3.1 NM

CATEGORY

A

B

C

D

S-25

1700-1 635 (700-1)

1700-1¾

635 (700-1¾)

1700-2

635 (700-2)

CIRCLING

1700-1 632 (700-1)

1700-1¾

632 (700-1¾)

1700-2

652 (700-2)

MIRL Rwy 7-25

REIL Rwy 25

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

ERWIN

HARNETT RGNL JETPORT (HRJ) 4 NW UTC-5(-4DT) N35°22.81' W78°43.93'

202 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE HRJ

RWY 05-23: H5000X75 (ASPH) S-13 MIRL 0.3% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 35'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2200Z±. For svc after hrs see telephone number posted on FBO door. Fuel self svc with credit card. Birds on and invof arpt. Glider activity dalgt hrs; gliders only may use rgt tfc. Gliders use grass area adjacent Rwy 05-23 for ldg. Ultralight airport 2 NM S.E. Heavy amounts ultralight to 1000' MSL mainly weekends extending into Harnett Rgnl Jetport tfc pattern. Rwy 05, 60' drop off 350' from thld and Rwy 23, 15' drop off 70' left of centerline. Arpt located 18 NM NE of Pope AFB; Heavy amounts of military tfc as low as 500' AGL overhead Harnett Rgnl Jetport. Rotating bcn obscured by trees N and W of arpt. **ACTIVATE MIRL Rwy 05-23** and REIL Rwy 05 and Rwy 23—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.025 (910) 814-3946.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **FAYETTEVILLE APP/DEP CON** 125.175

GCO 135.075 (FAYETTEVILLE CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°52.50' 021° 24.7 NM to fld. 179/04W.

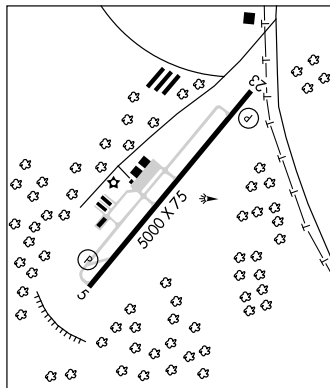
NDB(MHW) 417 HQT N35°25.99' W78°40.50' 230° 4.2 NM to fld. NOTAM FILE HRJ.

LOC/DME 108.35 I-HRJ Chan 20(Y) Rwy 05.

CHARLOTTE

H-9C, 12G, L-35B, 36F

IAP



FARMVILLE

FLANAGAN FLD (NØ8) 3 SE UTC-5(-4DT) N35°33.40' W77°33.63'

CHARLOTTE

75 **FUEL** 100LL NOTAM FILE RDU

RWY 03-21: 2500X100 (TURF)

RWY 03: Trees.

RWY 21: Thld dsplcd 300'. Trees.

AIRPORT REMARKS: Unattended. Glider ops invof arpt. Aerial banner towing and aerial crop spraying invof of arpt. Livestock and wildlife invof arpt. +4' fence/brush along hwy northeast end Rwy 21. Rwy 21 no dsplcd thld markings. Rwy 03-21 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

NDB HQT	APP CRS	Rwy Idg	5000
417	230°	TDZE	202
		Apt Elev	202

NDB RWY 23

ERWIN/ HARNETT RGNL JETPORT (HRJ)

▽ When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet, and S-23 CAT C visibility $\frac{1}{4}$ mile.
△ NA Visibility reduction by helicopters NA.

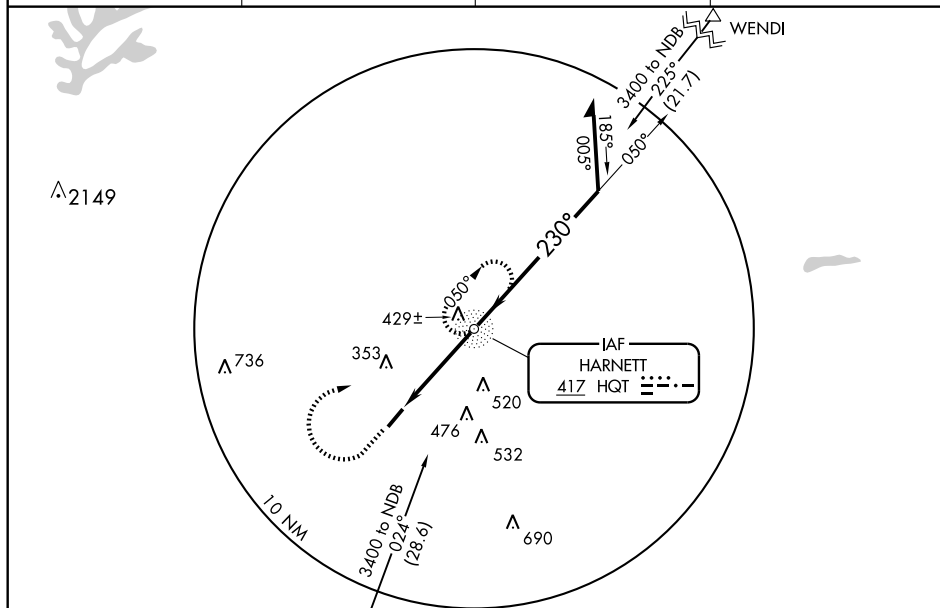
MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3
119.025

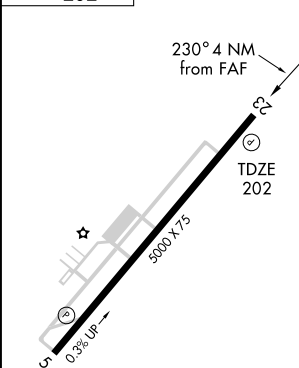
FAYETTEVILLE APP CON
125.175 397.85

GCO
135.075

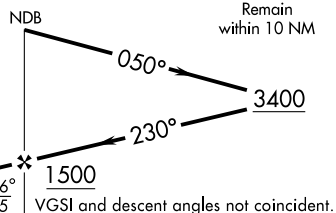
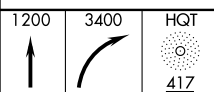
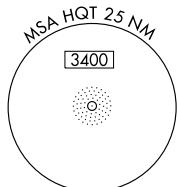
UNICOM
122.7 (CTAF) 0



ELEV 202



FAYETTEVILLE
108.8 FAY
Chan 25



CATEGORY	A	B	C	D
S-23	660-1 458 (500-1)		660-1 $\frac{1}{4}$ 458 (500-1 $\frac{1}{4}$)	NA
CIRCLING	660-1 458 (500-1)		720-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$)	NA

WAAS CH 45904 W23A	APP CRS 228°	Rwy Idg TDZE Apt Elev	5000 202 202
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23

ERWIN/ HARNETT RGNL JETPORT (HRJ)

⚠ When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

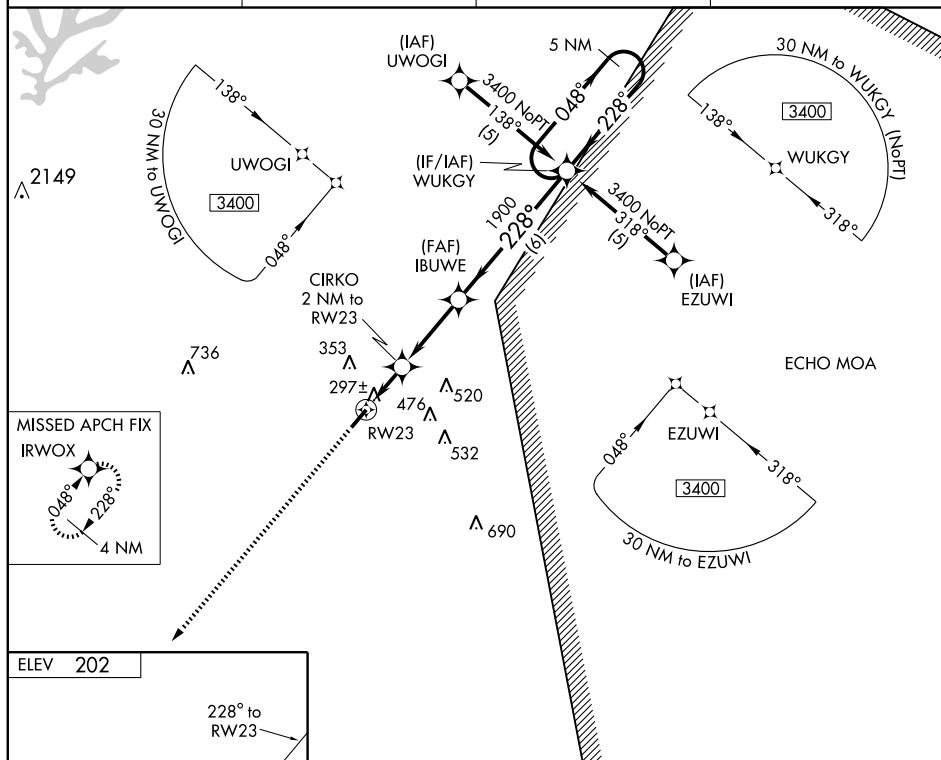
MISSED APPROACH:
Climb to 2500 direct
IRWOX and hold.

AWOS-3
119.025

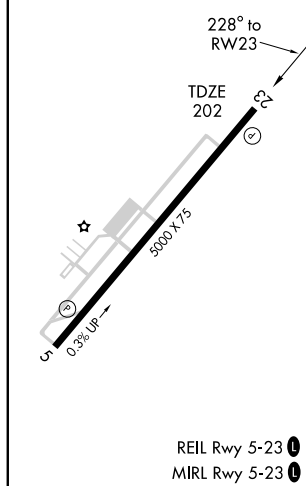
FAYETTEVILLE APP CON
125.175 397.85

GCO
135.075

UNICOM
122.7 (CTAF) 0



ELEV **202**



2500
↑
IRWOX

VGSI and RNAV glidepath
not coincident.

*LNAV only.

*1.1 NM to
RW23

*0.9 NM to
RW23

*1.1 NM to
RW23

*0.9 NM to
RW23

*1.1 NM to
RW23

*0.9 NM to
RW23

*1.1 NM to
RW23

*0.9 NM to
RW23

*1.1 NM to
RW23

*0.9 NM to
RW23

*1.1 NM to
RW23

*0.9 NM to
RW23

*1.1 NM to
RW23

WUKGY 5 NM
Holding Pattern

IBUWE 2 NM to
RW23

WUKGY 5 NM
Holding Pattern

IBUWE 2 NM to
RW23

WUKGY 5 NM
Holding Pattern

IBUWE 2 NM to
RW23

WUKGY 5 NM
Holding Pattern

IBUWE 2 NM to
RW23

CATEGORY	A	B	C	D
LPV DA	551-1¼	349 (400-1¼)		NA
LNAV MDA	600-1	398 (400-1)		NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

VOR/DME **FAY**
108.8
 Chan **25**

APP CRS
020°

Rwy Idg **5000**
 TDZE **196**
 Apt Elev **198**

VOR/DME RWY 5
 ERWIN/ HARNETT RGNL JETPORT (HRJ)



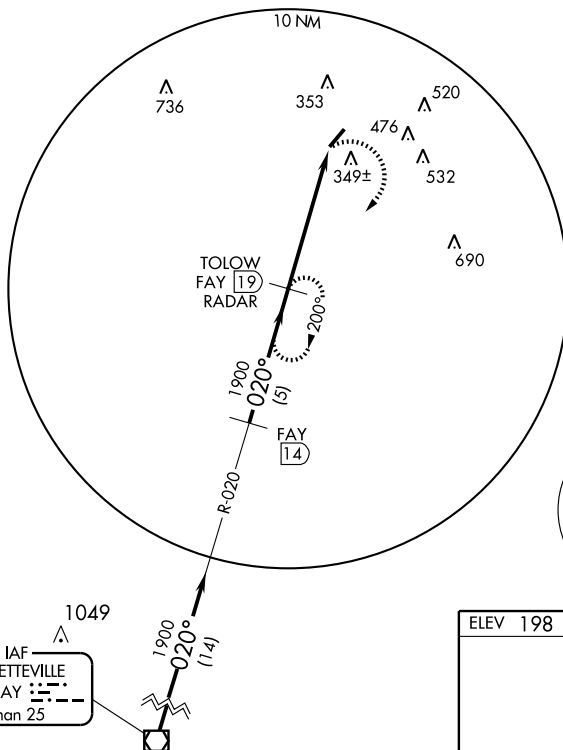
MISSED APPROACH: Climbing right turn to 1900 via
 FAY R-020 to TOLOW/FAY 19 DME and hold.

AWOS-3
119.025

FAYETTEVILLE APP CON
125.175 397.85

GCO
135.075

UNICOM
122.7 (CTAF) **0**



1049
 IAF
 FAYETTEVILLE
 108.8 FAY
 Chan 25

Procedure
 Turn
 NA

FAY
 14

TOLOW
 FAY 19
 RADAR

1900

020°

1900

VGSI and descent
 angles not coincident.

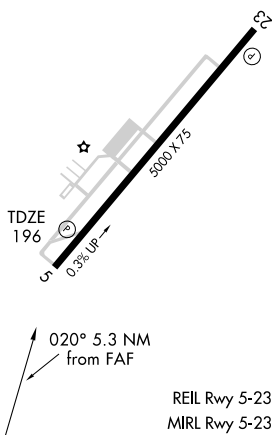
2.98°
 TCH 40

1900
 FAY R-020
 108.8

TOLOW
 FAY 19

FAY
 24.3

ELEV 198



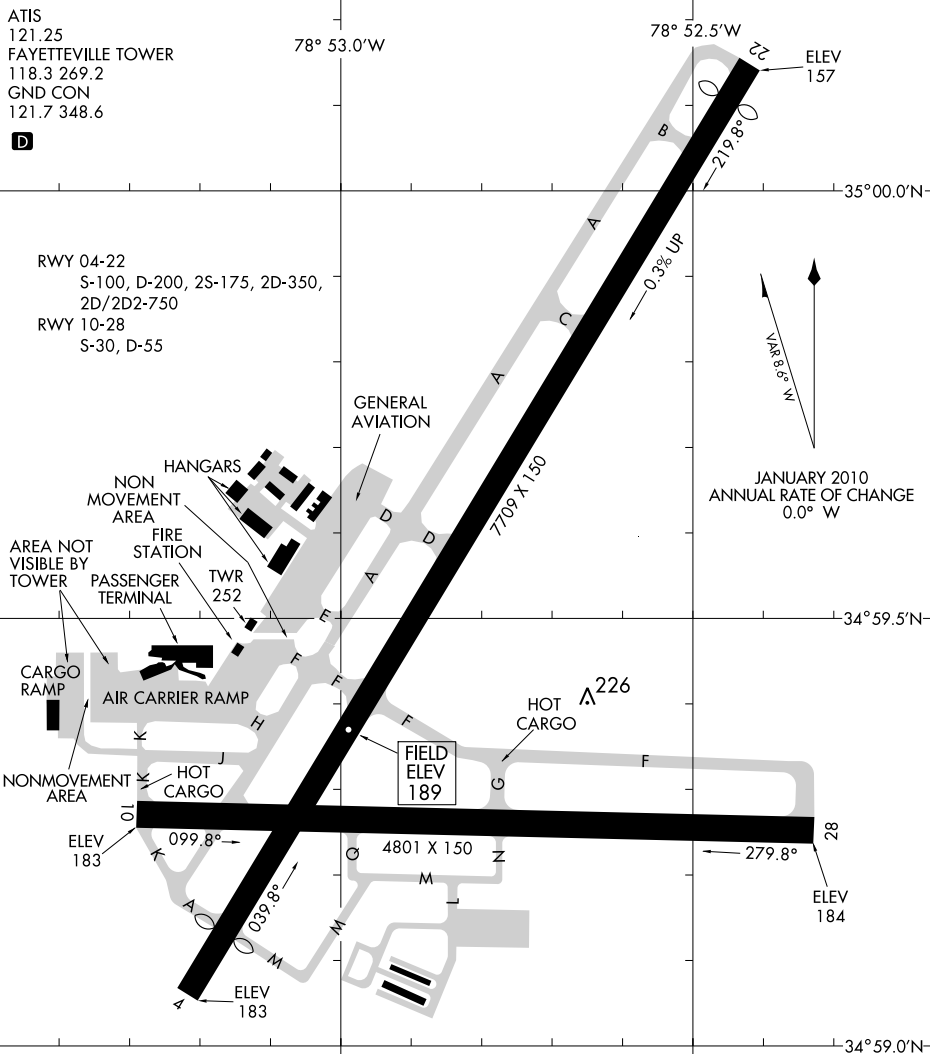
CATEGORY	A	B	C	D
S-5	800-1 604 (700-1)	800-1¼ 604 (700-1¼)	800-1¾ 604 (700-1¾)	NA
CIRCLING	800-1 602 (700-1)	800-1¼ 602 (700-1¼)	800-1¾ 602 (700-1¾)	NA

REIL Rwy 5-23 **0**
 MRL Rwy 5-23 **0**

AIRPORT DIAGRAM

AL-690 (FAA)

FAYETTEVILLE, NORTH CAROLINA



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



AIRPORT DIAGRAM

FAYETTEVILLE, NORTH CAROLINA

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

FAYETTEVILLE**FAYETTEVILLE RGNL/GRANNIS FLD** (FAY) 3 S UTC-5(-4DT)

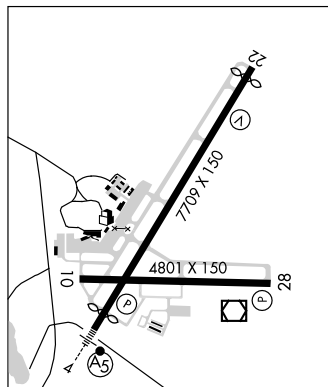
N34°59.47' W78°52.82'

CHARLOTTE

H-9C, 12G, L-35A, 36F

IAP, AD

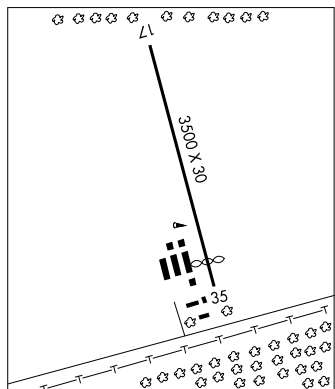
189 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE FAY

RWY 04-22: H7709X150 (ASPH-GRVD) S-100, D-200, 2S-175, 2D-350, 2D/2D2-750 HIRL 0.3% up SW**RWY 04:** MALSR. PAPI (P4R)—GA 3.0° TCH 60'. Thld dspcd 499'.**RWY 22:** REIL. VASI(V4L)—GA 3.0° TCH 60'. Thld dspcd 302'.**RWY 10-28:** H4801X150 (ASPH) S-30, D-55 MIRL**RWY 10:** REIL. Trees.**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 04:** TORA-7712 TODA-7712 ASDA-7006 LDA-6507**RWY 22:** TORA-7712 TODA-7712 ASDA-7213 LDA-6507**AIRPORT REMARKS:** Attended 1100-0500Z±. CLOSED to all military acft over 17,000 lbs for air carrier ramp ops except 24 hr PPR. Call arpt manager 910-433-1160 Mon-Fri. Major power plant repairs avbl for piston engines only.**WEATHER DATA SOURCES:** ASOS (910) 484-1546. LAWRS.**COMMUNICATIONS:** ATIS 121.25 UNICOM 122.95**RCO 122.1R 108.8T (RALEIGH RADIO)****Ⓡ APP/DEP CON 133.0 (061°-230°) 127.8 (231°-320°) 125.175 (321°-060°)****TOWER 118.3 GND CON 121.7****AIRSPACE:** CLASS C svc continuously ctc **APP CON****RADIO AIDS TO NAVIGATION:** NOTAM FILE FAY.**(L) VOR/DME 108.8 FAY** Chan 25 N34°59.13' W78°52.50' at fld. 179/04W.**DOONE NDB (LOM) 367 GR** N34°54.75' W78°56.38' 039° 5.6 NM to fld.**ILS 110.5 I-GRA RWY 04.** Class IB. LOM DOONE NDB. ILS unmonitored when twr clsd. Glideslope unusable byd 3° rgt of course.**GRAYS CREEK** (2GC) 9S UTC-5(-4DT) N34°53.62' W78°50.61'

CHARLOTTE

L-35A, 36F

160 S4 FUEL 100LL NOTAM FILE RDU

RWY 17-35: H3500X30 (ASPH) S-8 LIRL(NSTD)**RWY 17:** Crops. **RWY 35:** Thld dspcd 350'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z±. Weekends by appointment only. 40' unmarked p-line 800' from dspcd thld Rwy 35. Rwy 17-35 NSTD LIRL first 350' Rwy 35 not lgtd. For LIRL Rwy 17-35 call 910-483-4114. Rwy 17-35 lgtd thld relocated 350'; 3150' of Rwy 17-35 usable at ngt. Taxi on the grass apron at a slow speed due to uneven sod surface.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE FAY.**FAYETTEVILLE (L) VOR/DME 108.8 FAY** Chan 25 N34°59.13' W78°52.50' 168° 5.7 NM to fld. 179/04W.**FIDDLERS** N35°42.61' W81°40.28' NOTAM FILE RDU.

ATLANTA

NDB (MHW) 391 FIQ 031° 7.2 NM to Foothills Rgnl. NDB unusable byd 20 NM. NDB located 41,900' from threshold Rwy 03 and 400' SE of extended centerline.

L-25C

FIRST FLIGHT (See KILL DEVIL HILLS)**FIRST RIVER** N35°15.16' W81°35.93' NOTAM FILE RDU.

CHARLOTTE

NDB (MHW) 417 SLP at Shelby-Cleveland Co Rgnl

L-25D

FLANAGAN FLD (See FARMVILLE)**FOOTHILLS RGNL** (See MORGANTON)

LOC I-GRA	APP CRS	Rwy Idg	6507
<u>110.5</u>	038°	TDZE	189
		Apt Elev	189

ILS or LOC RWY 4
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)



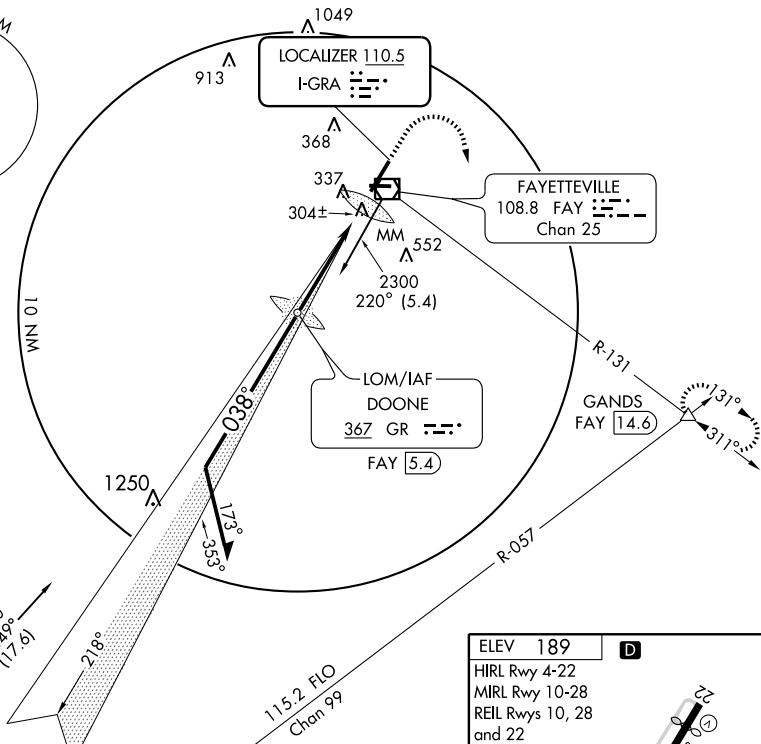
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

FAYETTEVILLE TOWER
118.3 269.2

GND CON
121.7 348.6



Remain within 10 NM

2300

LOM/INT FAY 5.4

218°

038°

1900

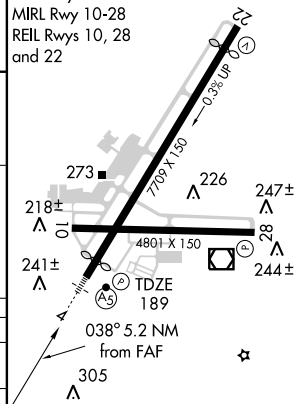
3.00°

VGSi and ILS glidepath not coincident.

1900

1100 ↑	3000 FAY R-131 108.8	GANDS △
-----------	----------------------------	------------

ELEV	189
HIRL Rwy 4-22	
MIRL Rwy 10-28	
REIL Rwy 10, 28 and 22	



CATEGORY	A	B	C	D
S-ILS 4	389/24 200 (200-½)			
S-LOC 4	560/24 371 (400-½)			560/40 371 (400-¾)
CIRCLING	640-1 451 (500-1)	640-1½ 451 (500-1½)		740-2 551 (600-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

FAYETTEVILLE, NORTH CAROLINA
Amdt 15A 09015

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

34°59'N-78°53'W

ILS or LOC RWY 4

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

LOC I-GRA	APP CRS	Rwy Idg	6507
<u>110.5</u>	218°	TDZE	182
		Apt Elev	189

LOC BC RWY 22
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

T DME or RADAR REQUIRED. When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

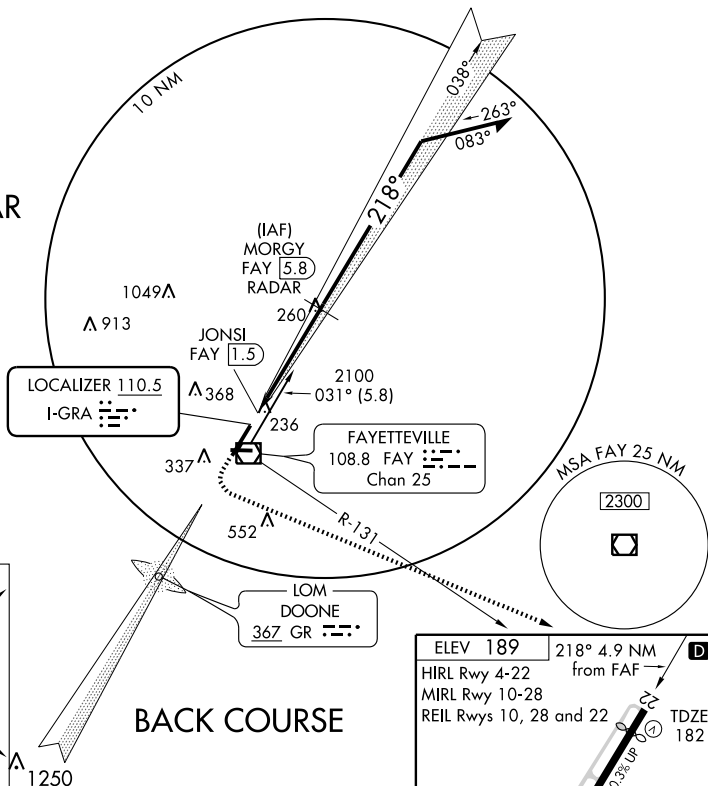
FAYETTEVILLE TOWER
118.3 269.2

GND CON
121.7 348.6

ALTERNATE MISSED
APCH FIX

DOONE
367 GR 

DME or RADAR
REQUIRED



BACK COURSE

900 ↑	3000 ↙ HDG 100° FAY R-131 108.8	GANDS △
----------	---	------------

MORGY
FAY 5.8
RADAR

JONSI FAY 1.5

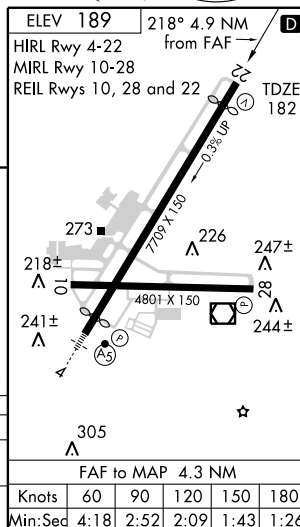
3.04°

218°

1800

Disregard GS Indications.

CATEGORY	A	B	C	D
S-22	500-1 318 (400-1)			
CIRCLING	640-1 451 (500-1)	640-1½ 451 (500-1½)		740-2 551 (600-2)



FAYETTEVILLE, NORTH CAROLINA
Amdt 7 09267

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

34° 59'N-78° 53'W

LOC BC RWY 22

SE-2, 26 AUG 2010 to 23 SEP 2010

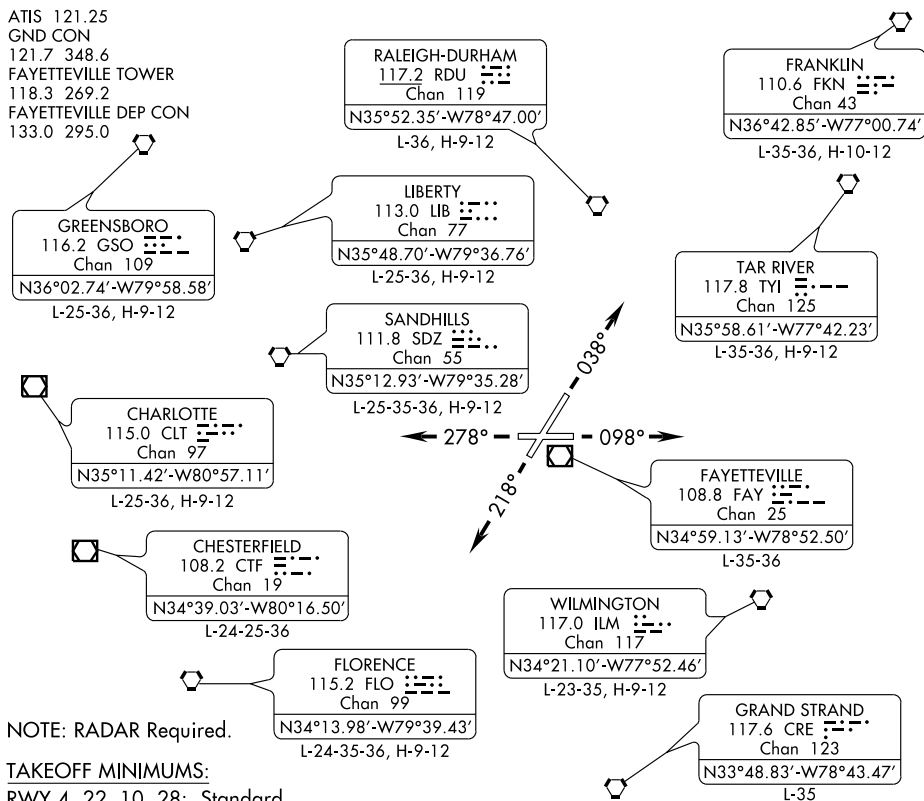
SE-2. 26 AUG 2010 to 23 SEP 2010

MOUNTY TWO DEPARTURE

SL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

FAYETTEVILLE, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned. Thence. . .TAKEOFF RUNWAY 10: Climb heading 098° or as assigned. Thence. . .TAKEOFF RUNWAY 22: Climb heading 218° or as assigned. Thence. . .TAKEOFF RUNWAY 28: Climb heading 278° or as assigned. Thence. . .

. . . Maintain 2000 feet or assigned altitude. Expect vectors to join filed route.

Expect further clearance to filed altitude 10 minutes after departure.

MOUNTY TWO DEPARTURE

WAAS CH 50111 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6507 189 189
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

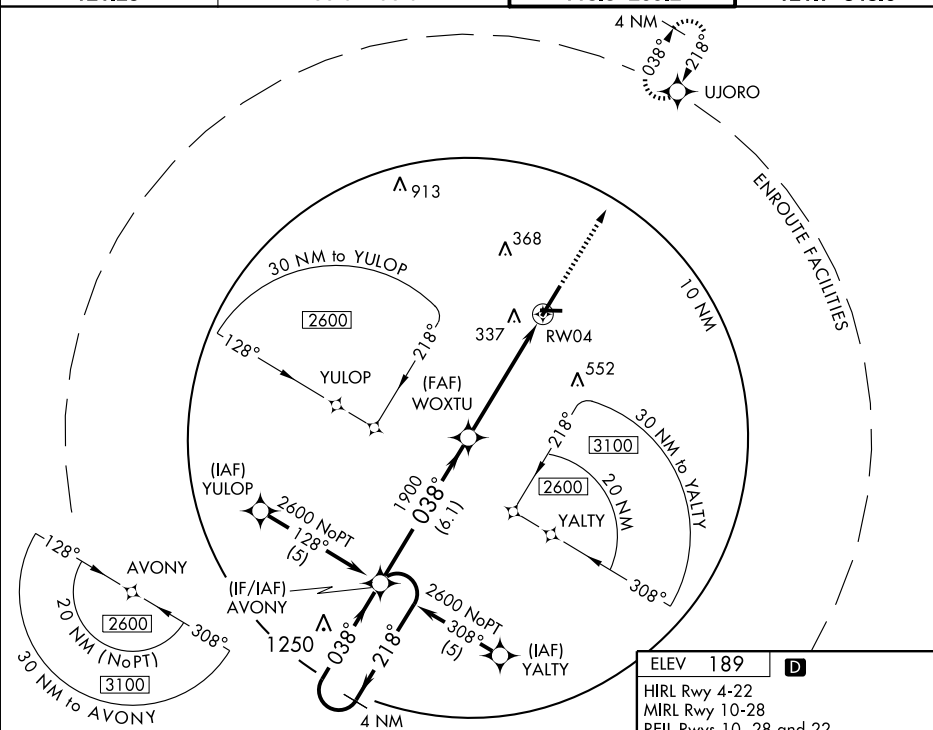
<p>▼ If local altimeter setting not received, use Clinton altimeter setting and increase LPV DA to 510 feet; increase LNAV/VNAV DA to 720 feet; increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Baro-VNAV and VDP NA when using Clinton altimeter setting. For inoperative MALS, increase LPV Cat A,B,C,D visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2600 direct UJORO and hold.</p>
--	-------------	--

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

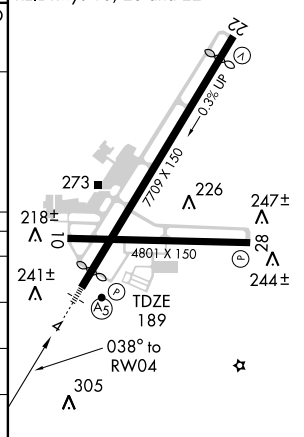
FAYETTEVILLE TOWER
118.3 269.2

GND CON
121.7 348.6



ELEV 189 **D**
HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rws 10, 28 and 22

4 NM Holding Pattern	AVONY	WOXTU	RW04	UJORO
2600	218°	038°	038°	2600
GS 3.00°				
TCH 51				
VGSI and RNAV Glidepath not coincident.				
CATEGORY	A	B	C	D
LPV DA		440/24	251 (300-½)	
LNAV/VNAV DA		640/50	451 (500-1)	
LNAV MDA	580/24	391 (400-½)		580/50 391 (400-1)
CIRCLING	640-1½	451 (500-1½)		740-2 551 (600-2)



APP CRS **086°**
Rwy Idg **4801**
TDZE **188**
Apt Elev **189**

RNAV (GPS) RWY 10

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

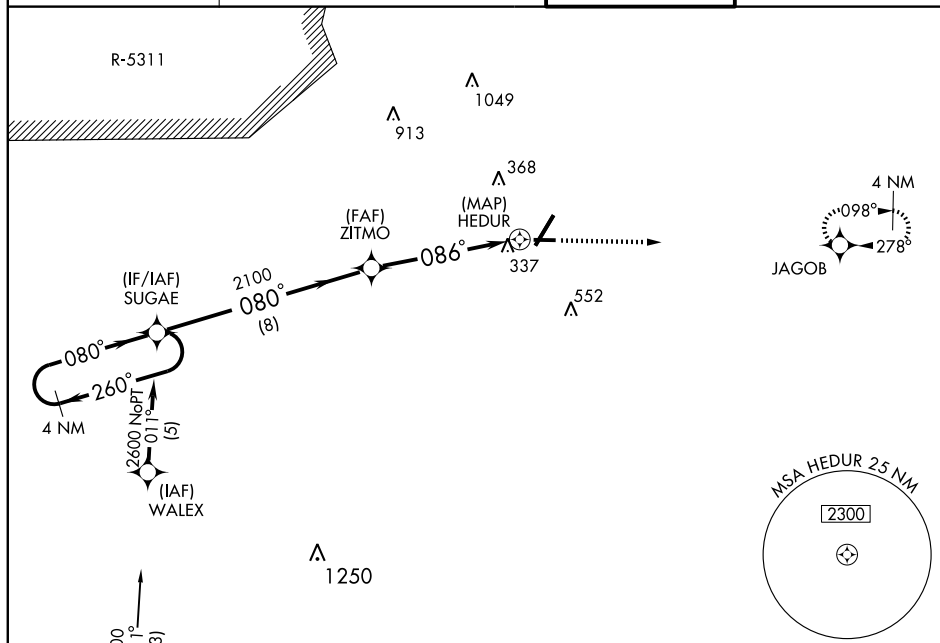
MISSED APPROACH: Climb to 2600
direct JAGOB WP and hold.

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

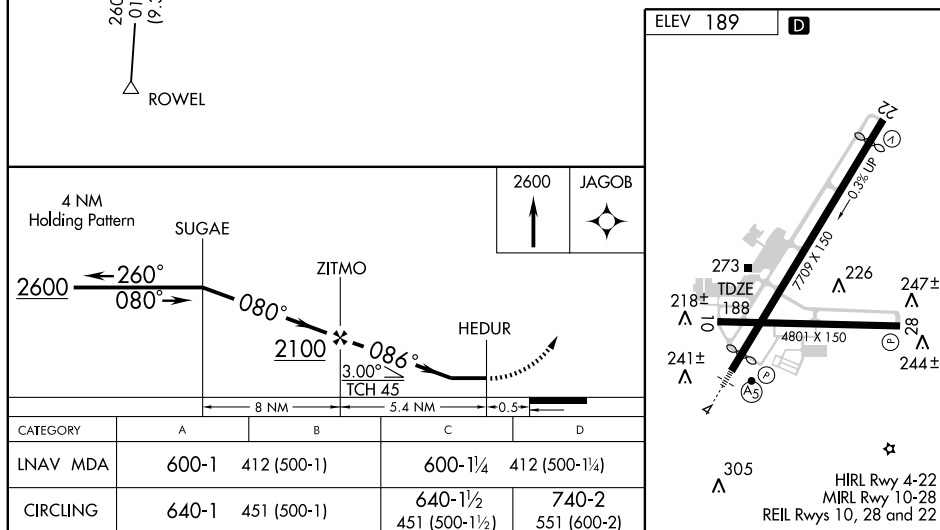
FAYETTEVILLE TOWER
118.3 269.2

GND CON
121.7 348.6



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



WAAS CH 45511 W22A	APP CRS 218°	Rwy Idg TDZE 182 Apt Elev 189	6507
--	------------------------	---	-------------

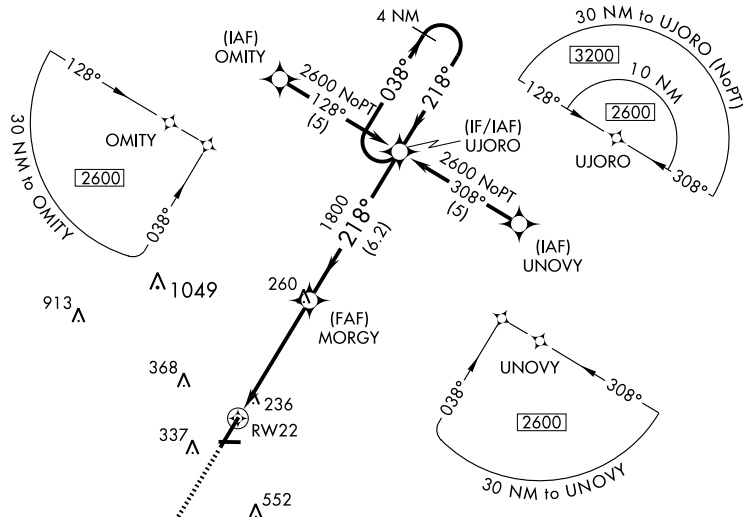
RNAV (GPS) RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

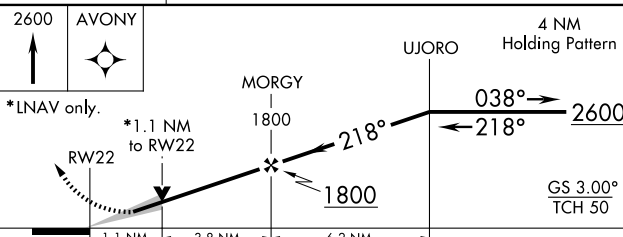
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clinton altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Baro-VNAV and VDP NA when using Clinton altimeter setting.

MISSED APPROACH:
Climb to 2600 direct
AVONY and hold.

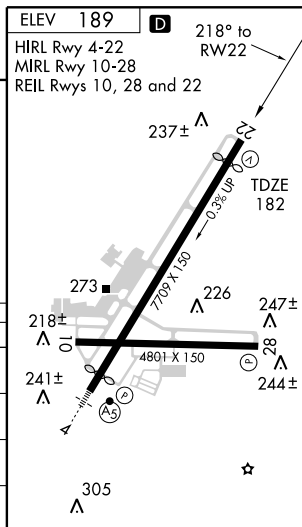
ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
-----------------------	--	--	-------------------------------



MISSED APCH FIX
AVONY



CATEGORY	A	B	C	D
LPV DA	432-1	250 (300-1)		
LNAV/VNAV DA	504-1¼	322 (400-1¼)		
LNAV MDA	560-1	378 (400-1)	560-1¼	378 (400-1¼)
CIRCLING	640-1	451 (500-1)	640-1½	740-2
			451 (500-1½)	551 (600-2)



APP CRS **278°**
Rwy Idg **4801**
TDZE **188**
Apt Elev **189**

RNAV (GPS) RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

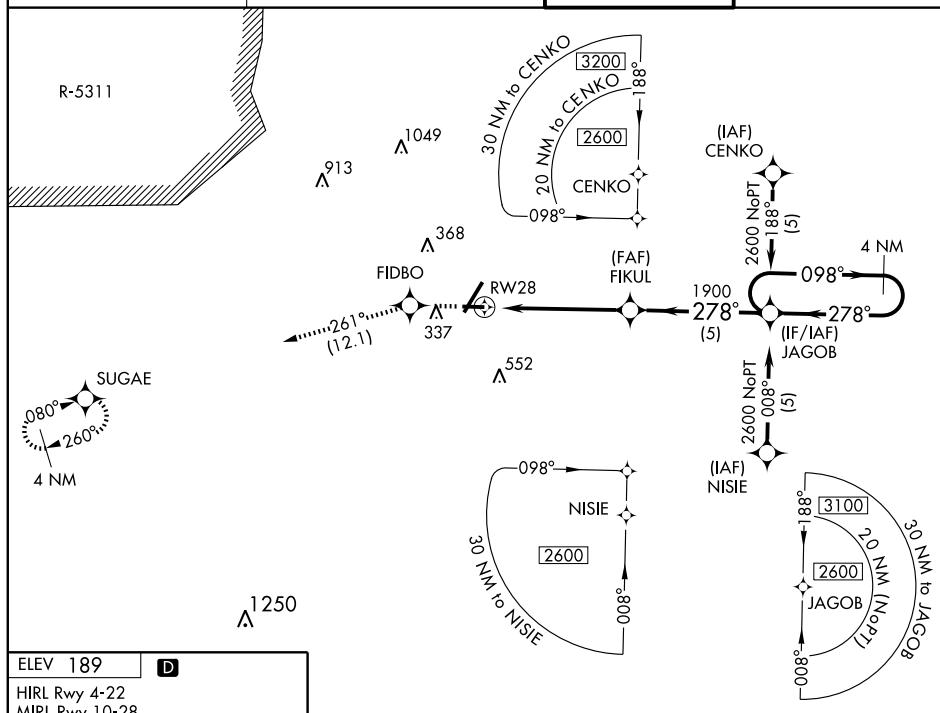
MISSED APPROACH: Climb to 2600 via 278° course to FIDBO WP then via 261° course to SUGAE WP and hold.

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

FAYETTEVILLE TOWER
118.3 269.2

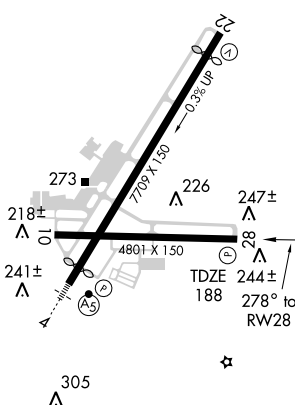
GND CON
121.7 348.6



ELEV **189**

D

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22



	2600	FIDBO	CRS 278°	CRS 261°	SUGAE	4 NM Holding Pattern
						JAGOB
						098° → 2600
						← 278°
						GS 3.00° TCH 35
						1.1 4.1 NM 5 NM
CATEGORY	A	B	C	D		
GLS (PA) DA	NA					
LNAV/VNAV DA	500-1¼ 312 (400-1¼)					
LNAV MDA	560-1 372 (400-1)					
CIRCLING	640-1¼	451 (500-1¼)	640-1½	451 (500-1½)	740-2	551 (600-2)

VOR/DME FAY
108.8
 Chan **25**

APP CRS
057°

Rwy Idg
 TDZE
 Apt Elev

6507
189
189

VOR RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)



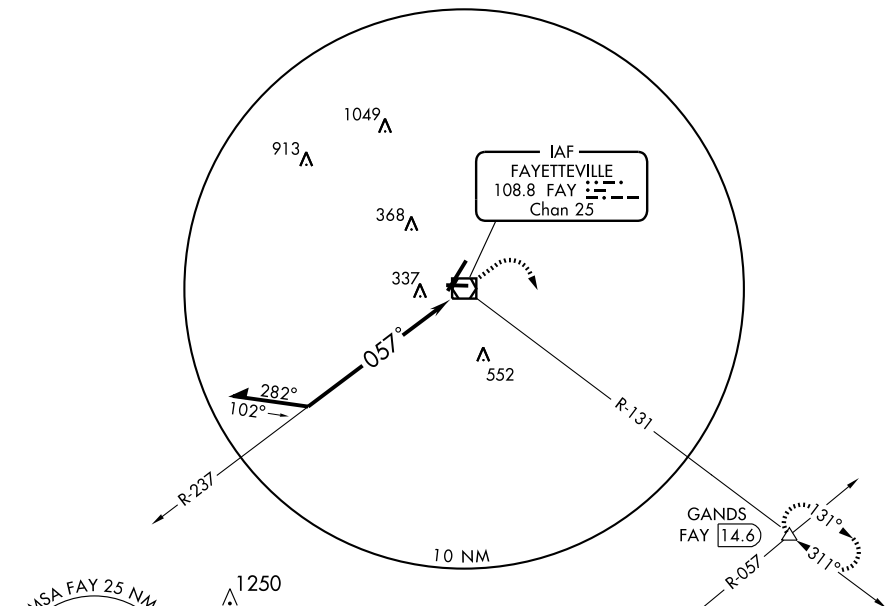
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS
121.25

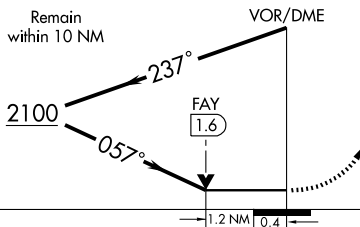
FAYETTEVILLE APP CON
133.0 295.0

FAYETTEVILLE TOWER
118.3 269.2

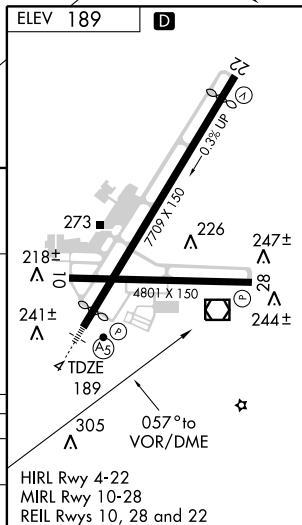
GND CON
121.7 348.6



Remain
 within 10 NM



1100
 3000
 GANDS
 FAY R-131
 108.8



CATEGORY	A	B	C	D
S-4	640/24 451 (500-½)		640/40 451 (500-¾)	640/50 451 (500-1)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

VOR/DME FAY 108.8 Chan 25	APP CRS 198°	Rwy Idg 6507 TDZE 182 Apt Elev 189
---	------------------------	---

VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

T When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cats C/D and Circling Cats C/D visibilities $\frac{1}{4}$ mile.

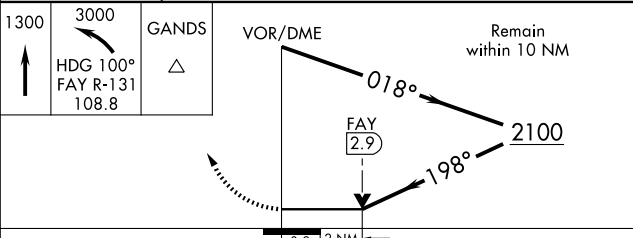
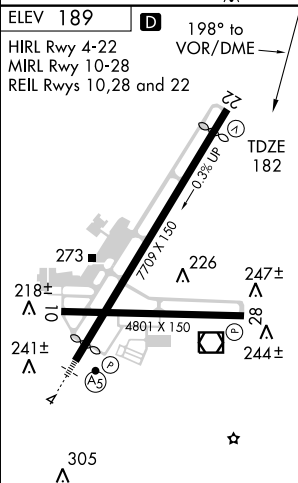
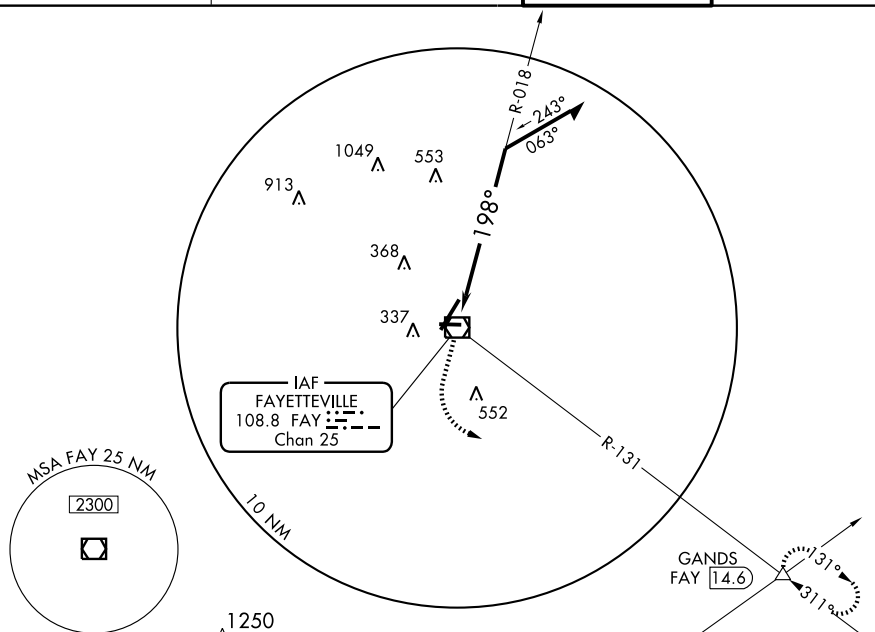
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

FAYETTEVILLE TOWER
118.3 269.2

GND CON
121.7 348.6



CATEGORY	A	B	C	D
S-22	840-1	658 (700-1)	840-1 ³ / ₄ 658 (700-1 ³ / ₄)	840-2 658 (700-2)
CIRCLING	840-1	651 (700-1)	840-1 ³ / ₄ 651 (700-1 ³ / ₄)	840-2 651 (700-2)

VOR/DME FAY 108.8 Chan 25	APP CRS 264°	Rwy Idg TDZE Apt Elev	4801 188 189
---	------------------------	-----------------------------	---

VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)



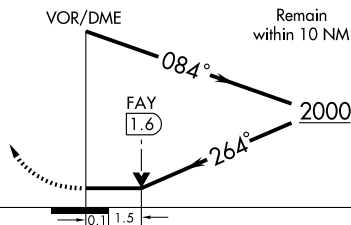
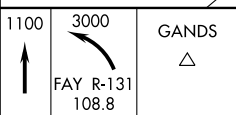
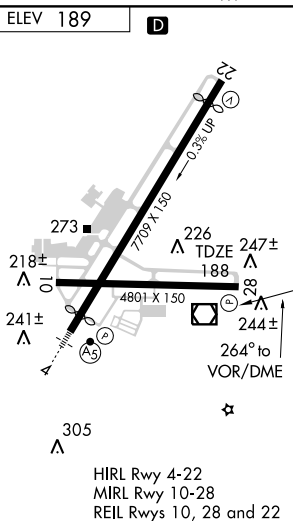
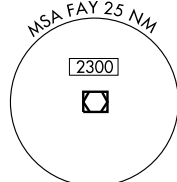
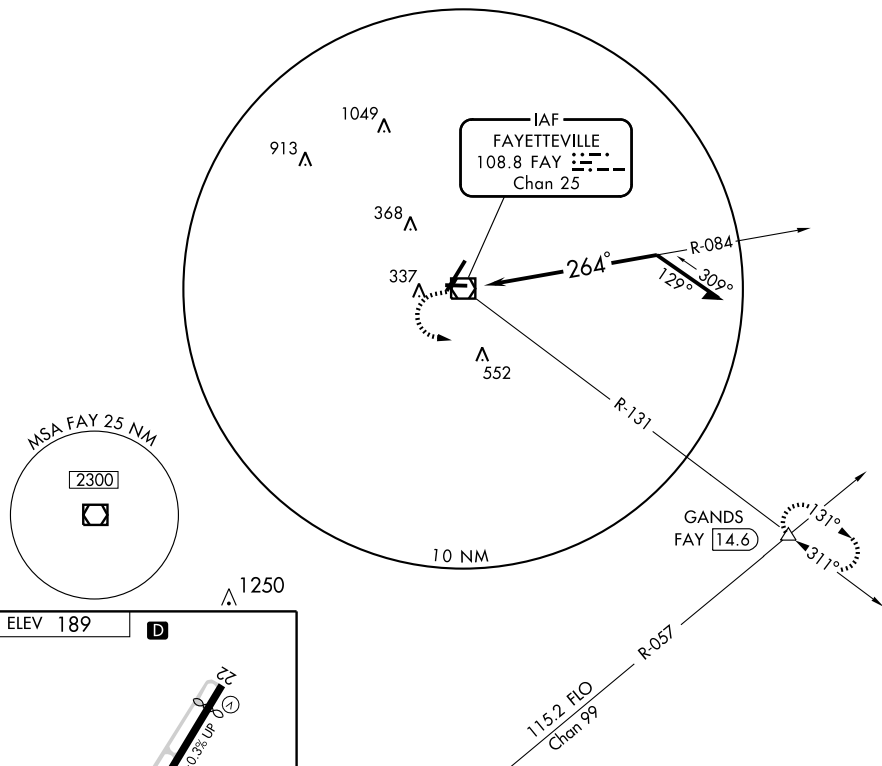
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS
121.25

FAYETTEVILLE APP CON
133.0 295.0

FAYETTEVILLE TOWER
118.3 269.2

GND CON
121.7 348.6



CATEGORY	A	B	C	D
S-28	680-1	492 (500-1)	680-1¼ 492 (500-1¼)	680-1½ 492 (500-1½)
CIRCLING	680-1	491 (500-1)	680-1½ 491 (500-1½)	740-2 551 (600-2)

AIRPORT DIAGRAM

AFD-147 [USAF]

FAYETTEVILLE, NORTH CAROLINA

ATIS 132.3 353.725
POPE TOWER
135.025 291.1
GND CON
124.55 275.8
CLNC DEL
275.8

FEBRUARY 2010
ANNUAL RATE OF CHANGE
0.0°W

VAR 8.5°W

HANGAR

HANGAR

HUSH HOUSE

VFR HOLD LINE

1000 x 150

ELEV 190

79°00'W

229.9°

0.4% UP

ASSAULT STRIP

INST HOLD LINE

VFR HOLD LINE

FIRE STATION

CONTROL TOWER
98' AGL

AIRBORNE BOARD RAMP

GOLDEN KNIGHTS RAMP

HOT SPOTS
HAZARDOUS CARGO 1-6

RED RAMP

FIELD ELEV 217

BASE OPS

HANGAR

SILVER RAMP

BBAA

HANGAR

SHARK RAMP

CLAW RAMP

ELEV 206

BLUE RAMP

NOSEDOCKS

LIGHT POLES
110' AGL (14)

GREEN RAMP

A/DACG

LIGHT POLES
110' AGL (14)

TRIM PAD

GUN BERM

VFR HOLD LINE

VFR HOLD LINE

ELEV 217

Rwy 5-23 Idg 8501' by use
of dep end overrun.
Rwy 5-23 tkof 8501' incl
NE or SW surface by back
taxiing.

Rwy 5-23
PCN 58 F/B/W/T
ASSAULT STRIP
PCN 34 F/A/W/T

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

FAYETTEVILLE, NORTH CAROLINA

POPE AFB (KPOB)

POPE AFB (POB)(KPOB) AF 12 NW UTC-5(-4DT) N35°10.25' W79°00.87'
 217 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE POB Not insp.
RWY 05-23: H7501X150 (PEM-GRVD) PCN 58 F/B/W/T HIRL 0.4% up SW
RWY 05: REIL. PAPl. **RWY 23:** ALSF1. PAPl. Rgt tfc.
RWY 049-229: H3000X60 (ASPH) PCN 27 F/A/W/T LIRL
RWY 049: Rgt tfc.

CHARLOTTE

H-9C, 12G, L-36F

DIAP, AD

MILITARY SERVICE: LGT HIRL located 16' from rwy edge. **JASU** (A/M32A-86) 1(MA-1A) **FUEL J8**
FLUID SP LPOX LOX **OIL** O-128—In can only, -133-148.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Phase II BASH 1 Sep-30 Nov due to increased migratory bird activity. Peak activity occurs 1 hr of SR and SS. Circle apch to Rwy 05 not authorized for formation during IMC. 24 hr PPR ctc AMOPS DSN 424-6508/09/10. All inbound acft with VIP ctc Comd Post 30 min out. Ctc Pope AMOPS with 3 hrs notice for CSTMS and AG. PPR except Distinguished Visitor acft DSN 424-6508/09/10. PPR for AMC/explosive loaded acft DSN 424-7388, during normal duty hr, 24 hr prior notice required. Category E apch minimum unavbl due R5311 located 2.5 NM dep end Rwy 23. Twy leading to Golden Knights Ramp clsd to USAF C130 and larger acft due to twy width less than 75'. AMC/AFRC acft opr restricted during Bird Watch Condition Moderate (tkf or ldg permission only when dep and arr route avoid identified bird activity. No local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc AMOPS for current Bird Watch Condition code. Expect full stop ldg during intense training periods. Parking spot P-13 clsd except for contingency opr. **CAUTION** Dense air tfc all quad, all alt. ILS glide slope antenna 30' high, 1111' from apch end and 400' left of centerline Rwy 23. Frequent Low-Level Wind Shear sfc—2000', 0800-1300Z. Rwy 23 dep and Rwy 05 arr, avoid R5311, 2.5 NM west of Pope. Ctc Pope Twr for turns thru Sector IV. Twr 417' located 5780' bearing 205° from dep end Rwy 23/apch end Rwy 05. Hill 313 located 1297' bearing 170° from dep end Rwy 23/apch end Rwy 05. Twr 430' located 6878' bearing 220° from dep end Rwy 23/apch end Rwy 05. Acft should exercise extreme caution when taxiing on the Green and Yellow Ramps due to wing tip clnc. Uncontrolled vehicles on twy and ramps. Afd lgtg intermittently between SS and SR due to local ngt vision device training, non-participating acft ctc control twr incr lgtg. **TFC PAT** TPA—Overhead 2000(1783), Rwy 23 enter 3 NM initial, rgt break. No overhead Rwy 05. Portion of overhead not visible from twr. Rectangular 1500(1283). Rwy 05 left tfc. Dep maintain 1500' or blo until dep end of rwy. **CSTMS/AG/IMG** CSTMS, AG avbl, 3 hr prior notice rqr. **MISC** AMOPS DSN 424-6508/09/10, Afd mgr DSN 424-4546/6508, C910-394-6508/4546, fax extension 6516/6520. All acft opr on AMC mission, include JA/ATT will coordination rqr/park with 43 AW/OSO DSN 424-7388 fax extension 7380. All inbound acft opr on AMC mission and all acft requiring IMT packages ctc Pope Comd Post. First 1000' Rwy 23 and first 300' Rwy 05 are concrete. Mid 6200' asphalt. 1000' keeled overrun, either end, may be used to begin tkf and for ldg rollout. Ctc ctl twr with intention to back taxi. When back taxiing, turning radius is located at end of sfc. See US Terminal Low IAPs, Airport Diagram. Engine runs will normally be conducted on Twy A and Twy M run-up areas. Romeo row will not be used for engine runs above idle speed. 60 day notice required for utilization of Pope AFB ramps for exercises. Ctc Pope AFB Enroute Ops, DSN 424-7388 for coordination and scheduling. Rwy 05-23 grooved. All inbound acft ctc twr on UHF. Rwy distance marker not avbl east side of rwy. Standard USAF RSRs applied except C-130 5000' during daytime. Request for concurrent servicing should be made to Pope Comd Post and approval is dependent upon mission need, station workload, and Crash/Fire/Rescue avbl. All acft carrying explosive cargo are rqr to pass the explosive class and the net explosive wt (NEW) to Pope Comd Post at inbound call. Inbound/outbound acft requiring IMT packages, ctc Pope Comd Post. Assault Strip panels are all international orange in color. All acft with non-aircrew passenger, ctc ATOC DSN 424-7303 upon arr and prior to dep. All acft rqr CSTMS and carrying personnel to include crew members that are not US mil (US mil defined as active duty, reserves or guard on active duty) must ctc Pope Comd Post at DSN 424-9000 or C(910) 394-9000 no later than five hrs prior to arrival to assure non-US cstms agent is in place upon arrival and excessive delays are avoided. This action is rqr despite prearrangements made with cstms officials. No COMSEC material avbl. Tran aircrews should plan to arrive with appropriate amount of COMSEC to complete entire mission. Storage avbl at airfield mgt up to and including Secret. All Tran aircrews shall store Top Secret material with 43 OSS/IN during duty hours. After normal duty hours, coordinate with Wing Command Post for proper storage of Top Secret material. Primary wx sensors automated. During periods of back-up/manual prevailing visibility may not be representative of entire afd due to obstacle from observation point. Observation point obstacle 330°-090°.

COMMUNICATIONS: D-ATIS 132.3 353.725 **PTD** 372.2

⑦ **FAYETTEVILLE APP/DEP** CON 125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)

TOWER 135.025 291.1 236.6X **GND CON** 124.55 275.8 **CLNC DEL** 275.8

POPE COMD POST 134.1X 257.1 381.3 **PMSV METRO** 344.6 Automated AN/FMQ-19 in use. Opr Mon-Thu 1000-0300Z, Fri 1000-2200Z or end of local flying. Wx briefing DSN 424-6543/44. Full svc avbl 26 ows Barksdale AFB DSN 781-4775, C318-456-4775.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE POB.

(L) TACAN Chan 85 POB (113.8) N35°10.11' W79°01.18' at fld. 240/7W. No NOTAM MP Thu 1300–1600Z.

TACAN azimuth unusable:

byd 30 NM blo 4,000'

331°–339° byd 17 NM

136°–151°

340°–358° byd 17 NM blo 4,000'

186°–191°

NDB (HW) 338 POB N35°13.61' W78°57.26' 228° 4.5 NM to fld. No NOTAM MP Fri 1300–1400Z.

ILS 110.9 I-POB Rwy 23. No NOTAM MP localizer Mon 1300–1600Z, glide slope Tue 1300–1600Z.

ATC protects FAA-defined ILS critical zone.

MLS Y Chan 622 M-PPN Rwy 23. No NOTAM MP Fri 1300–1600Z. Unusable 268°–188° byd 15 NM and 268°–188° blo 1.8°.

POTTERS HILL

EAGLES NEST

(6N9) 0 SW UTC–5(–4DT) N34°58.93' W77°41.90'

CHARLOTTE

115 NOTAM FILE RDU

RWY 13–31: 1850X75 (TURF)

RWY 13: Trees.

RWY 31: Road.

AIRPORT REMARKS: Unattended. VFR only. Rwy 13 +6' bushes 10' from thld on centerline. Rwy 13–31 marked with yellow cones. Arpt is under several military VR routes. Jet acft cross arpt under 500' in excess of 200 knots.

COMMUNICATIONS: CTAF 122.9

RAEFORD

PK AIRPARK

(5W4) 3 NE UTC–5(–4DT) N35°01.19' W79°11.46'

CHARLOTTE

304 B FUEL 100LL, JET A NOTAM FILE RDU

RWY 04–22: H3402X60 (ASPH) S–30 MRL 0.4% up NE

RWY 04: Trees.

RWY 22: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z–dusk. CAUTION —Low flying military acft in area; arpt located within a military ops area. Frequent parachute activity to target 300 ft SE of terminal apron. Acft in vicinity monitor 123.5. Monitor frequency 123.5 for parachute jumping activity. Fly 1 mile wide down wind leg to prevent conflicts with parachute jumping activity (Drop Zone SE from rwy.) Contact FSS prior to landing.

COMMUNICATIONS: CTAF/UNICOM 123.0

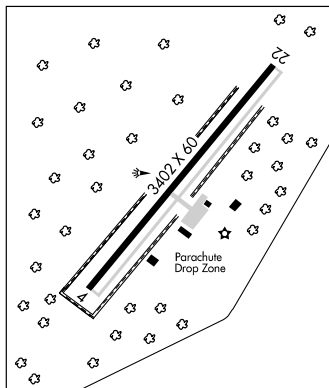
® FAYETTEVILLE APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°52.50' 282° 15.7 NM to fld. 179/04W.

L–35A, 36F

IAP



RALEIGH

TRIPLE W

(5W5) 11 SW UTC–5(–4DT) N35°37.22' W78°42.02'

CHARLOTTE

244 B S4 NOTAM FILE RDU

RWY 16–34: H3004X40 (ASPH) LIRL (NSTD)

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Attended irregularly. Rwy 16–34 PAEW parallel twy. All acft over 6500 lbs. prohibited. Twr (500 AGL/826' MSL) approximately 1.75 NM NW of arpt. Be alert for rising terrain all quadrants. Rwy 16–34 has 4' dropoff 20' from pavement edge all sides. Twy not lgtd. 4 foot dropoff taxiway edge both sides—S end. Rwy 16–34 NSTD LIRL lgts 15 ft from edge of rwy; Rwy 16 thld lgts 150' from thld, Rwy 34 thld lgts 460' from thld. ACTIVATE LIRL—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

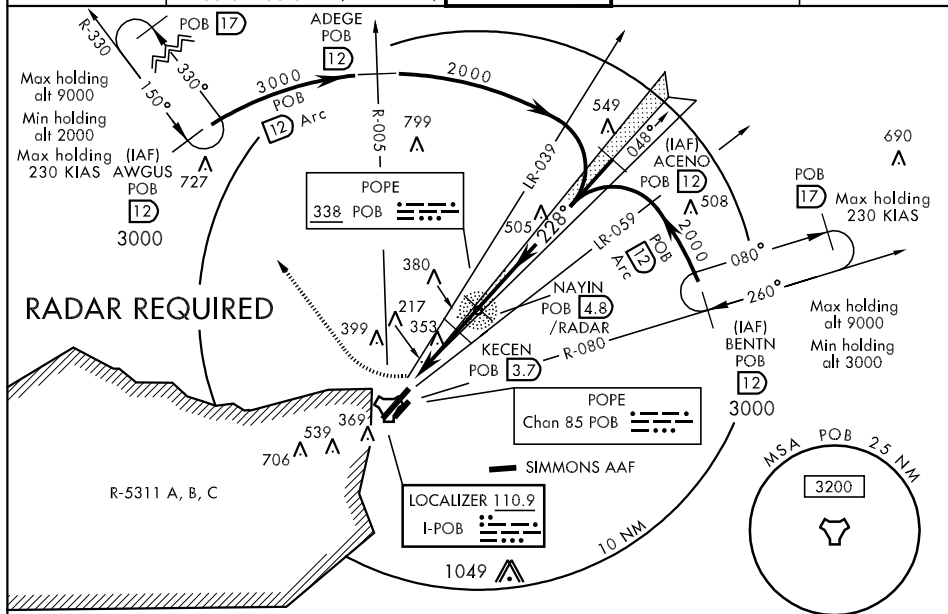
RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan 119 N35°52.35' W78°47.00' 169° 15.6 NM to fld. 429/04W.

L–35B, 36F

LOC I-POB 110.9	APCH CRS 228°	Rwy Idg TDZE 199 Arpt Elev 217	AL-147 [USAF]	POPE AFB (KPOB)
---------------------------	-------------------------	--	---------------	-----------------

<p>▼ When ALS inop, increase CAT ABCD RVR to 40 and vis to $\frac{3}{4}$ mile.</p> <p>** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1 $\frac{1}{2}$ miles.</p> <p>*** Circling not authorized SE of Rwy 5-23.</p>	<p>ALSF-1</p> <p>A1</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.</p>
--	--------------------------------	--

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
------------------------------	---	------------------------------------	--------------------------------	--------------------------



2000	AWGUS POB 12	† LOC only	NAYIN/RADAR 4.8	ACENO 12	ELEV 217	Rwy 5-23 Idg 8501' by use of dep and overrun	228° 3.9 NM from FAF
TACAN	WIBAX 1.6	† KECEM 3.7	1500	2000	Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing		
0.7	3.2 NM	1120	1500	GS 3.00° TCH 53			
CATEGORY	A	B	C	D	FAF to MAP 3.2 NM		
S-ILS 23 *	399/24		200	(200- $\frac{1}{2}$)	Knots	60	90
S-LOC 23 **	620/24	421 (500- $\frac{1}{2}$)	620/40	421 (500- $\frac{3}{4}$)	120	150	180
***	680-1	463 (500-1)	680-1 $\frac{1}{2}$	860-2	Min:Sec	3:12	2:08
CIRCLING	680-1	463 (500-1)	463 (500- $\frac{1}{2}$)	643 (700-2)	1:36	1:17	1:04

MLS M-PPN Chan 622	APCH CRS 228°	Rwy Idg 7501 TDZE 199 Arpt Elev 217
------------------------------	-------------------------	--

AL-147 [USAF]

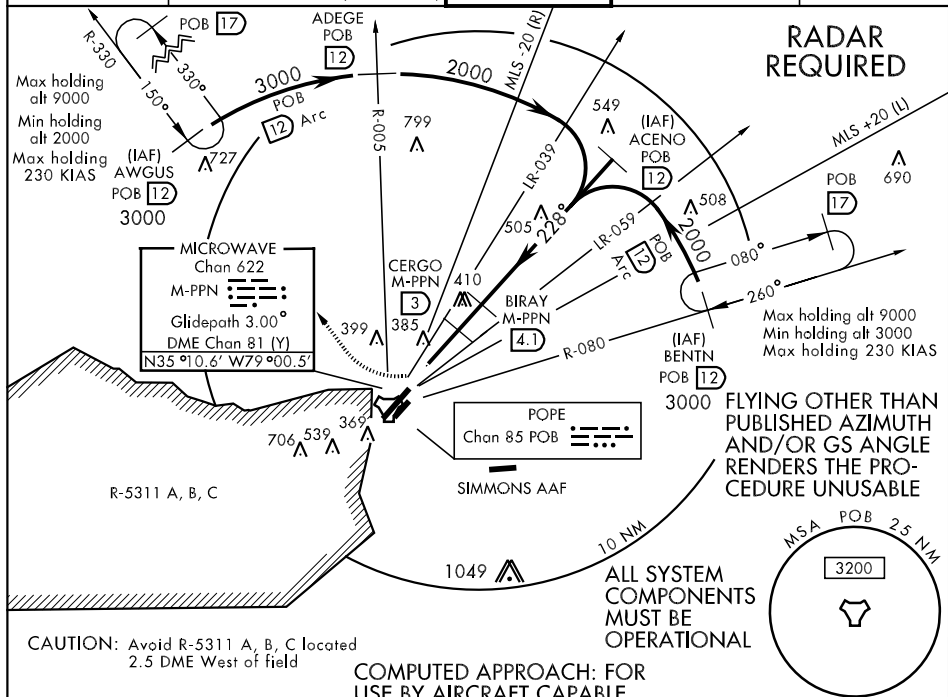
POPE AFB (KPOB)

- T** * When ALS inop, increase CAT ABCD RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
 CAT CD RVR to 60 and vis to $1\frac{1}{4}$ miles.
 *** Circling not authorized SE of Rwy 5-23.



MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS		FAYETTEVILLE APP CON		POPE TOWER		GND CON		CLNC DEL	
132.3	353.725	125.175	397.85	(271° - 090°)					
		133.0	295.0	(091° - 270°)	135.025	291.1	124.55	275.8	275.8

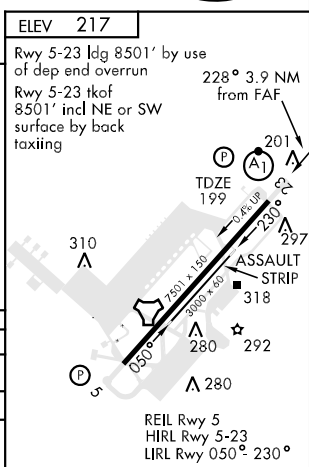


CAUTION: Avoid R-5311 A, B, C located
2.5 DME West of field

COMPUTED APPROACH: FOR
USE BY AIRCRAFT CAPABLE
OF COMPUTING OFFSET
RUNWAY CENTERLINE ONLY

EMERG SAFE ALT 100 NM 5300

<div>2000</div> <div><div>AWGUS POB R-330 12</div></div>		<div>† CERGO M-PPN 3</div>		<div>BIRAY M-PPN 4.1</div>		<div>ACENO POB 12</div> <div>2000</div>	
† Azimuth only		M-PPN 1.3		1500		22°	
TACAN		DAKAY M-PPN .8		1120		1500	
				Glidepath 3.00°		TCH 52	
0.6		3.3 NM					
CATEGORY	A		B		C		D
S-COMP MMLS 23 *	399/24				200	(200-½)	
S-AZ 23 **	620/24	421	(500-½)		620/40	421	(500-¾)
CIRCLING ***	680-1	421	(500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)	



NDB POB 338	APCH CRS 228°	Rwy Idg TDZE 7501 199 Arpt Elev 217
-----------------------	-------------------------	--

AL-147 [USAF]

POPE AFB (KPOB)



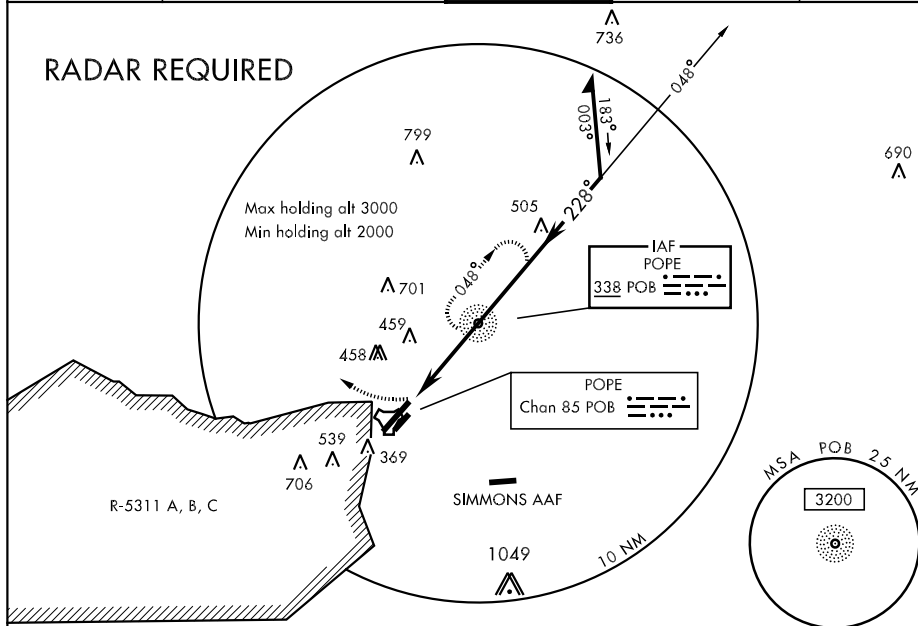
- * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D to 1¾ miles.
 ** Circling not authorized SE of Rwy 5-23.



MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

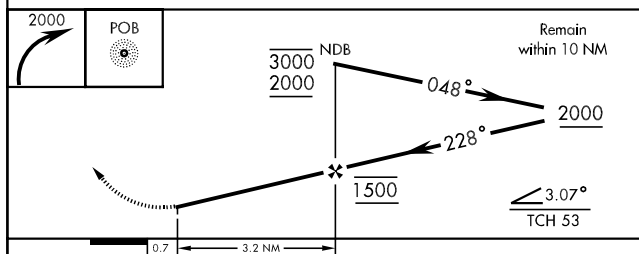
ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 397.85 (271° - 090°) 133.0 295.0 (091° - 270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
------------------------------	---	------------------------------------	--------------------------------	--------------------------

RADAR REQUIRED

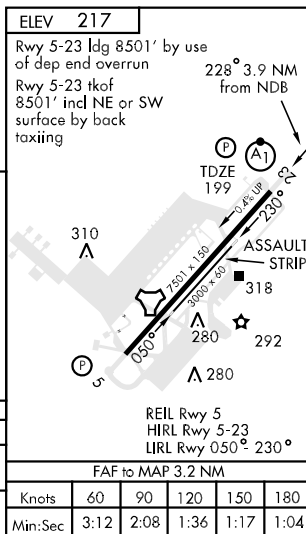


CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300
FROM "POB" TACAN



CATEGORY	A	B	C	D
S-23 *	760/24 561 (600-½)		760/50 561 (600-1)	760/60 561 (600-1¼)
CIRCLING**	760-1 543 (600-1)		760-1½ 543 (600-1½)	860-2 643 (700-2)



TACAN POB Chan 85	APCH CRS 360°	Rwy Idg TDZE Arpt Elev NA NA 217
-----------------------------	-------------------------	--

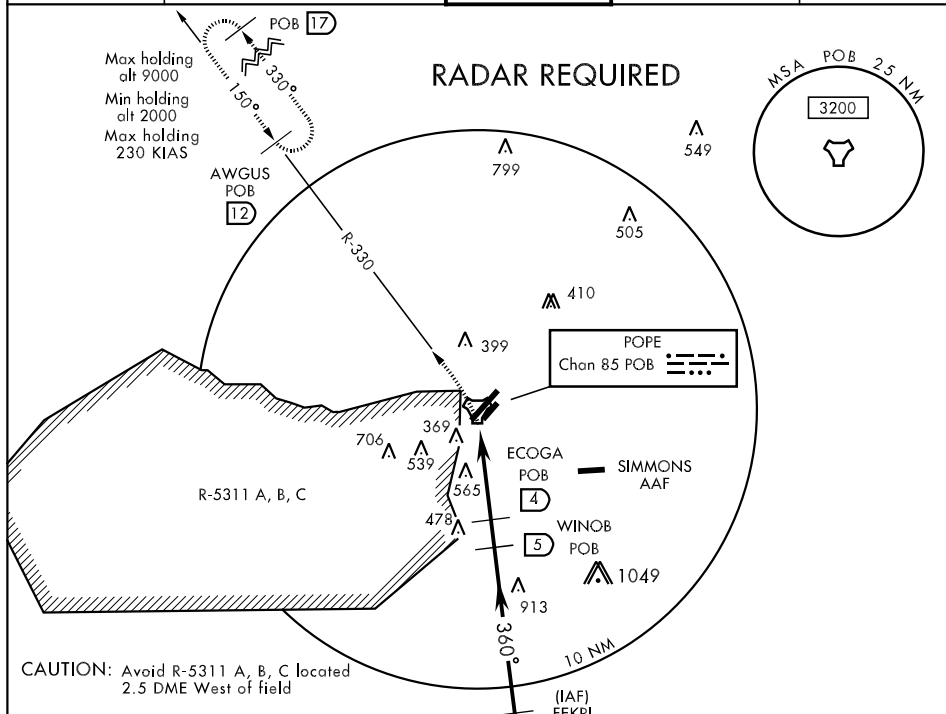
AL-147 [USAF]

POPE AFB (KPOB)

▼ * Circling not authorized SE of Rwy 5-23.

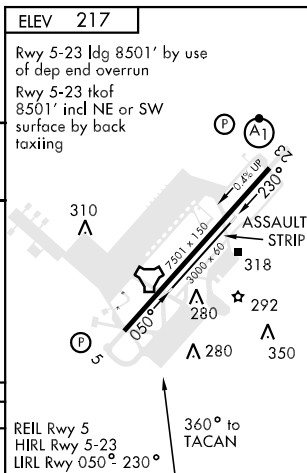
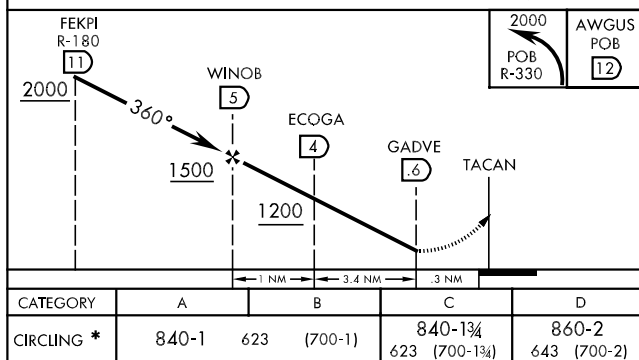
MISSED APPROACH: Climbing left turn to 2000
via POB R-330 to AWGUS and hold.

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 397.85 (271° - 090°) 133.0 295.0 (091° - 270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
------------------------------	---	------------------------------------	--------------------------------	--------------------------



CAUTION: Avoid R-5311 A, B, C located
2.5 DME West of field

EMERG SAFE ALT 100 NM 5300



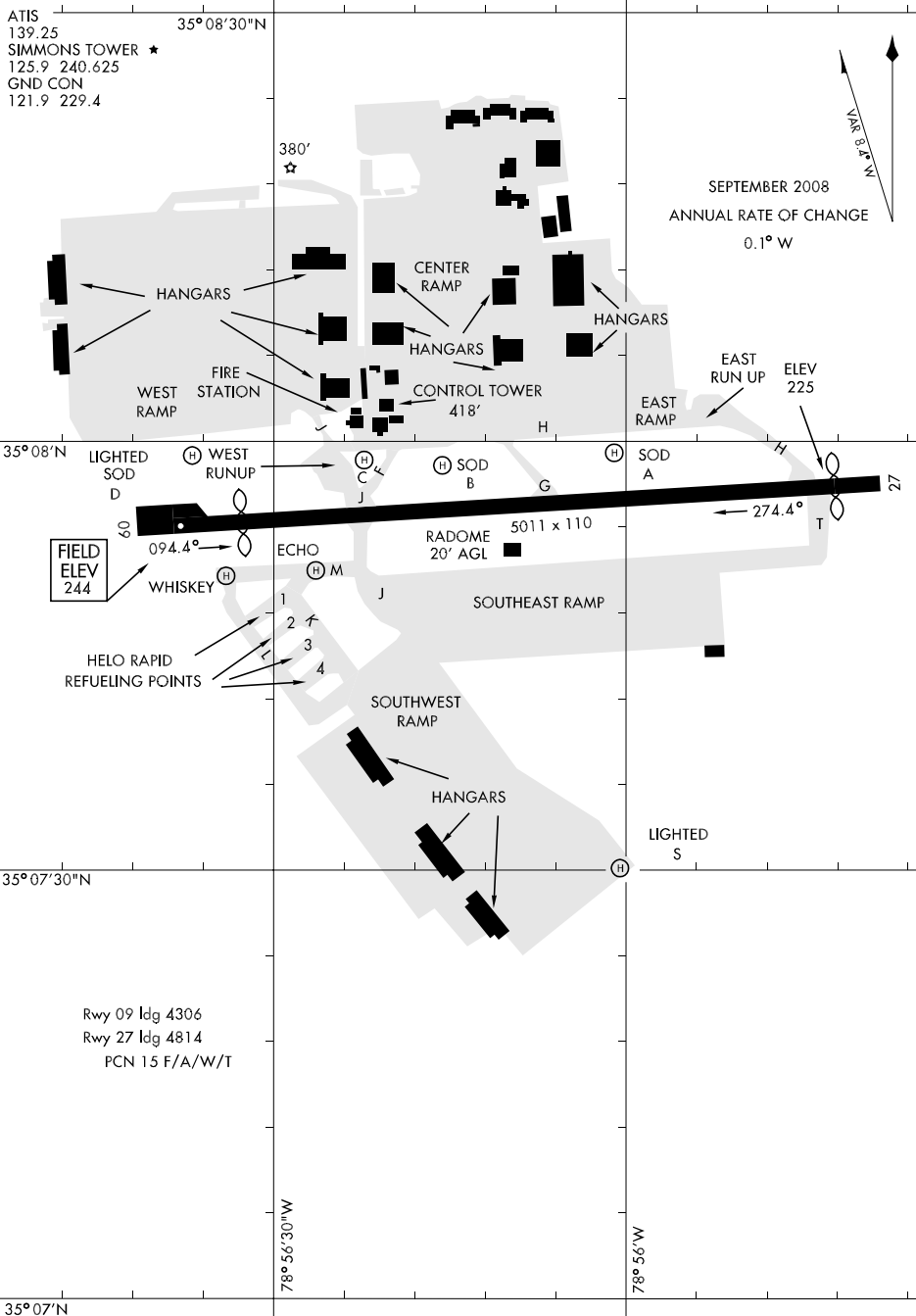
TACAN RWY 23

SE-2 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AFD-5069 [USA]

FORT BRAGG, NORTH CAROLINA



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA

SIMMONS AAF (KFBG)

SIMMONS AAF (FORT BRAGG) (FBG)(KFBG) A 1 E UTC-5(-4DT) N35°07.92' W78°56.17' **CHARLOTTE**
 244 B TPA—See Remarks NOTAM FILE FBG Not insp. H-9C, 12G, L-35A, 36F
RWY 09-27: H5011X110 (ASPH) PCN 20 F/A/W/T MIRL DIAP, AD
RWY 09: Thld dspcd 705'.
RWY 27: REIL. PAPI(P2L)—GA 2.9° TCH 39'. Thld dspcd 197'.
MILITARY SERVICE: FUEL J8 24hr PPR for cold fuel. Hot refuel hrs Mon-Fri 2100-0500Z‡.
MILITARY REMARKS: Opr Mon-Fri 1200-0400Z‡ Sat-Sun 1200-2000Z‡, CLOSED holidays. When twr and/or surface visibility is blo 4 SM the lesser value will be reported as prevailing. See FLIP AP/1 Flt Hazard and Supplementary Arpt Remark. **RSTD** 24 hr PPR for remain overnight and all civil acft, DSN 236-7804, C910-396-7804. No Haz Cargo area avbl. **CAUTION** Bird hazard. Arpt perimeter lgt may cause pilot distraction. **TFC PAT** TPA—Fixed-wing 1250(1006), rotary-wing 1000(756). **MISC** Pilots notify Simmons OPS 20 minutes out with Code 6 or abv on board. All acft ctc GND CON prior to engine start. All wheeled rotary-wing acft gnd taxi until reaching twy. No refuel avbl on VIP spots.
COMMUNICATIONS: ATIS 139.25
 Ⓡ **FAYETTEVILLE APP/DEP CON** 133.0 295.0
TOWER 125.9 240.625 (Mon 0510Z‡-Sat 0400Z‡, clsd holidays) **GND CON** 121.9 229.4 **CLNC DEL** 121.9 229.4
FLT ADVISORY 125.9 240.625 **PMSV METRO** 141.25 265.6 (Mon 0400Z‡-Sat 0400Z‡, clsd holidays. Full svc during opr hr, other times remote briefing from 26 OWS Barksdale AFB, LA, DSN 781-4775, C318-456-4775.
BASE OPS 142.35 245.5
AIRSPACE: CLASS D svc Mon 0510Z‡-Sat 0400Z‡, clsd holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.
FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°56.38' 273° 6.1 NM to fld. 179/04W.
FORT BRAGG NDB (MHW) 393 FGP N35°08.33' W78°48.75' 275° 6.1 NM to fld. NOTAM FILE FBG.
 Unmonitored Mon-Fri 0400-1200Z‡, Sat-Sun and holidays 2000-1200Z‡. No NOTAM MP 1st Mon 1300-1330Z‡.
ASR/PAR Mon-Fri 1200-0400Z‡, clsd holidays)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

SKY MANOR (See JACKSONVILLE)

SLAMMER N36°22.90' W79°45.77' NOTAM FILE RDU. **CINCINNATI**
NDB (MHW) 423 SIF 315° 5.4 NM to Rockingham Co NC Shiloh. NDB unmonitored. L-26J, 36F

SMITHFIELD

JOHNSTON CO (JNX) 3 NW UTC-5(-4DT) N35°32.46' W78°23.42' **CHARLOTTE**
 164 B S4 **FUEL** 100LL, JET A1+ TPA—1199(1035) NOTAM FILE JNX H-9C, 12G, L-35B, 36F
RWY 03-21: H5500X100 (ASPH) S-65, D-65 MIRL 0.3% up NE IAP
RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Trees.
RWY 21: REIL. PAPI(P4L)—GA 4.0° TCH 49'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0000Z‡, Sat and Sun 1300-2300Z‡. Unattended Thanksgiving and Christmas day. Deer on and in/ov arpt. Be alert when taxiing near south ramp/corporate hangar. Rwy 03-21 30' dropoff 350' from Rwy 21 thld to left and right of centerline. 50' AGL twr 200' SW of Rwy 03 centerline. Avoid overflights of housing area in tfc pattern for noise abatement. Fly wider down winds and longer dep legs. Between 0130-1100Z‡ ACTIVATE MIRL Rwy 03-21, MALSR Rwy 03, REIL Rwy 21, PAPI Rwy 03 and Rwy 21, and twy lghts—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.225 (919) 934-3851.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **RALEIGH APP/DEP** 125.3

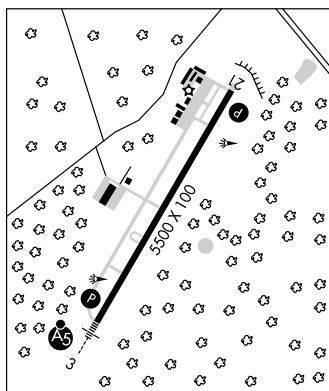
GCO 135.075 (RALEIGH CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan 119 N35°52.35' W78°47.00' 140° 27.6 NM to fld. 429/04W.

JURLY NDB (MHW/LOM) 263 JN N35°28.50' W78°25.52' 032° 4.3 NM to fld. NOTAM FILE JNX. NDB unmonitored 2200-1300Z‡. NDB unusable byd 15 NM.

ILS/DME 111.15 I-JNX Chan 48(Y) Rwy 03. Class IB. LOM JURLY NDB. JURLY (JN) NDB unmonitored 2200-1300Z‡. ILS GS/LOC unmonitored 2200-1300Z‡. DME unmonitored. JURLY(JN) NDB unusable byd 15 NM. OM OTS indef.



SMITH REYNOLDS (See WINSTON SALEM)

APCH CRS	Rwy Idg	4306
093°	TDZE	241
	Arpt Elev	244

AL-5069 [USA]

SIMMONS AAF (KFBG)

When local altimeter setting not received, use Pope
AFB altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct DORBY and hold.

ATIS
139.25

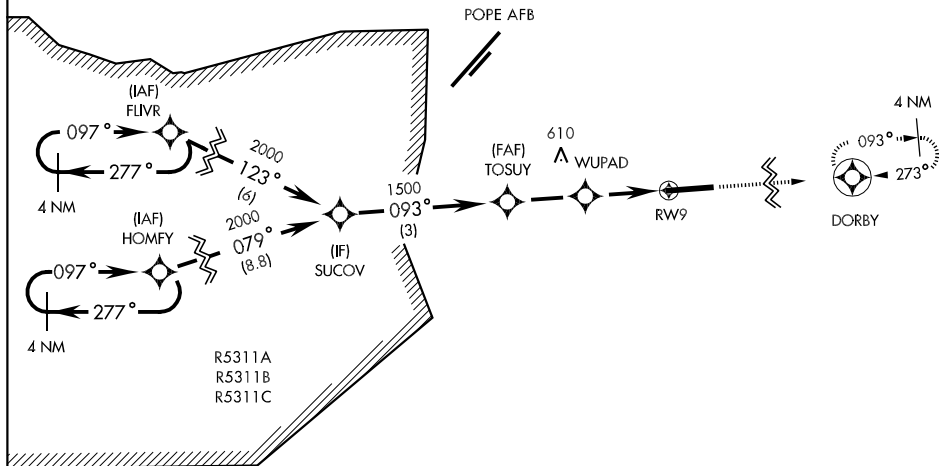
FAYETVILLE APP CON
133.0 295.0

SIMMONS TOWER
125.9 240.625

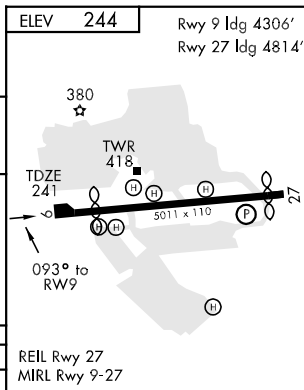
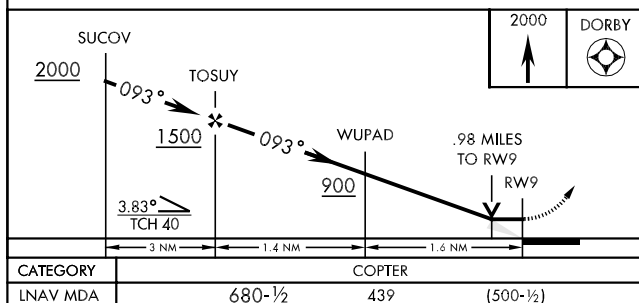
GND CON
121.9 229.4

PAR

Limit final and missed approach airspeed to 90 KIAS



RADAR REQUIRED



NDB FGP 393	APCH CRS 273°	Rwy Idg 4814 TDZE 228 Arpt Elev 244
-----------------------	-------------------------	--

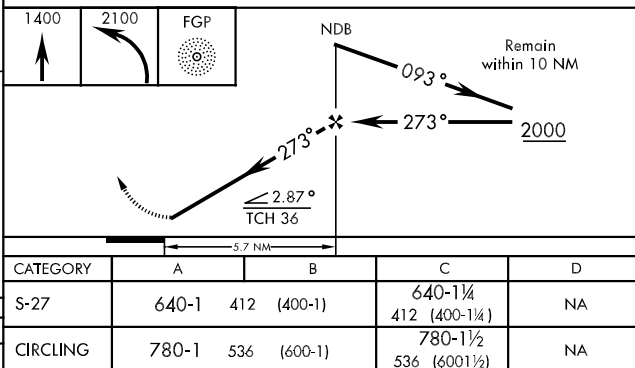
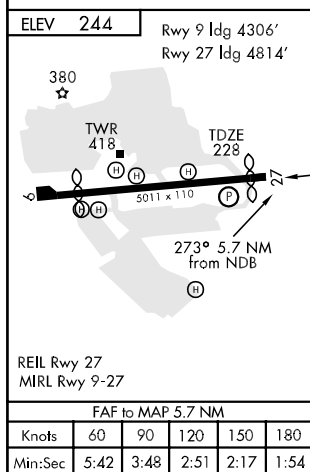
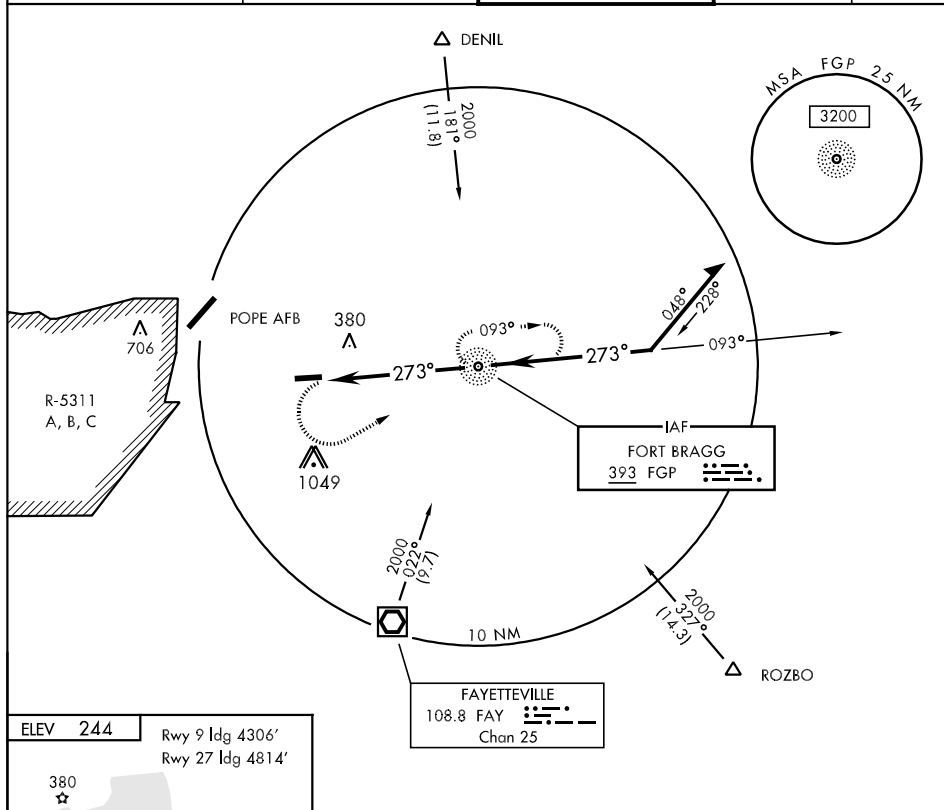
AL-5069 [USA]

SIMMONS AAF (KFBG)

▼ When local altimeter setting not received, use Pope AFB altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct FGP NDB and hold.

ATIS 139.25	FAYETTEVILLE APP CON 133.0 295.0	SIMMONS TOWER ★ 125.9 240.625	GND CON 121.9 229.4	PAR
-----------------------	--	---	-------------------------------	-----



APCH CRS
273°

Rwy Idg **4814**
TDZE **228**
Arpt Elev **244**

AL-5069 [USA]

SIMMONS AAF (KFBG)

▼ When local altimeter setting not received, use Pope AFB altimeter setting.
DME/DME RNP-0.3 NA.

* MISSED APPROACH: Climbing left turn to 2100
direct AXILE and hold.

ATIS
139.25

FAYETTEVILLE APP CON
133.0 295.0

SIMMONS TOWER ★
125.9 240.625

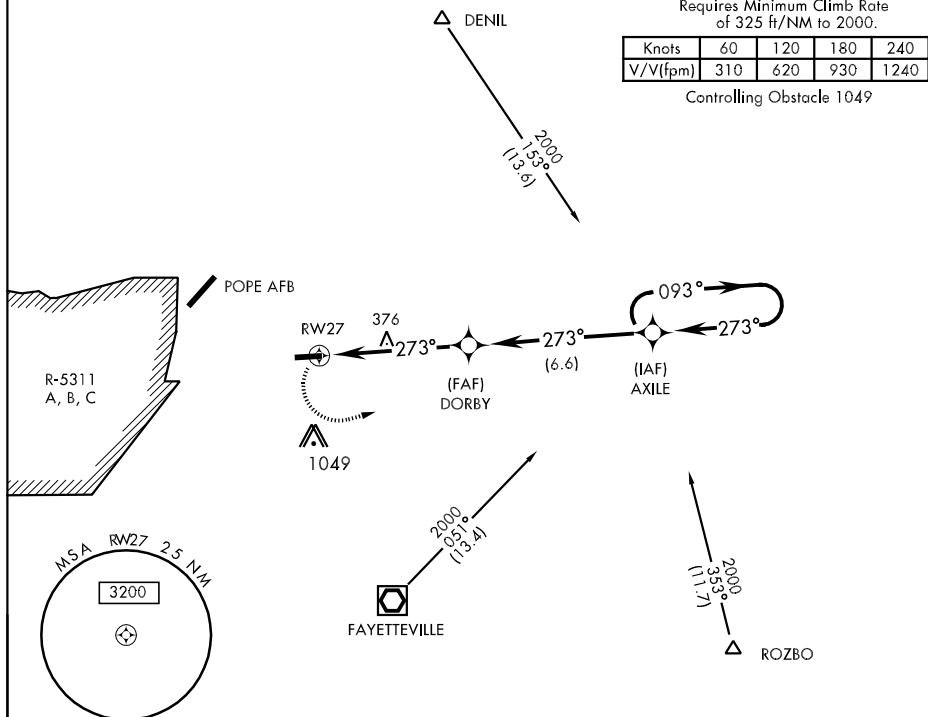
GND CON
121.9 229.4

PAR

* CAUTION: Missed Approach
Requires Minimum Climb Rate
of 325 ft/NM to 2000.

Knots	60	120	180	240
V/V(fpm)	310	620	930	1240

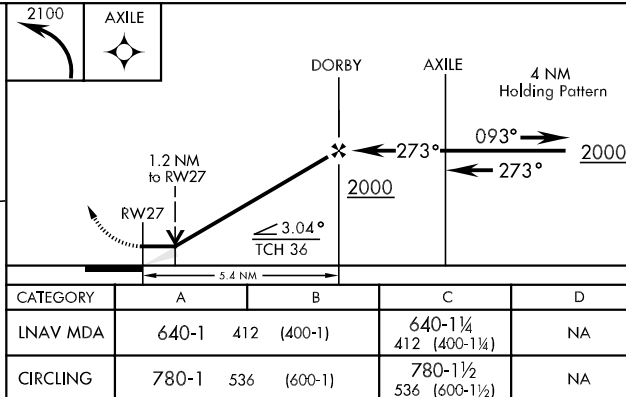
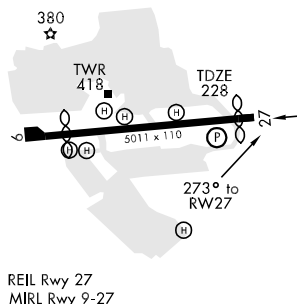
Controlling Obstacle 1049

ELEV **244**

Rwy 9 Idg 4306'
Rwy 27 Idg 4814'

2100

AXILE



FORT BRAGG (See SIMMONS AAF)**FRANKLIN****MACON CO**

(1A5) 3 NW UTC-5(-4DT) N35°13.36' W83°25.14'
2020 B S4 **FUEL** 100LL, JET A1+ TPA-2800(780) NOTAM FILE RDU

RWY 07-25: H4400X75 (ASPH) S-30 MIRL

RWY 07: Trees. **RWY 25:** Brush. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z±-dusk. Rapidly rising terrain all quadrants. Rwy 07-25 has severe cracks and vegetation through cracks and joints. Rwy 25 has a 15 ft drop off 350 ft from thld left and right. MIRL Rwy 07-25 on dusk-dawn to incr ints—CTAF. Arpt bcn located 3/4 mile SE of arpt.

WEATHER DATA SOURCES: AWOS-3 118.225 (828) 349-3156.

COMMUNICATIONS: CTAF/UNICOM 123.05

ATLANTA CENTER APP/DEP CON 134.8

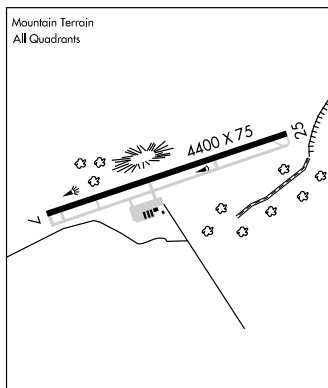
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'
W83°54.94' 055° 29.6 NM to fld. 3660/00E. **HIWAS.**

ATLANTA

L-25B

IAP

**FRANKLIN CO** (See LOUISBURG)**GASTONIA MUNI**

(AKH) 4 S UTC-5(-4DT) N35°12.16' W81°08.99'
798 B S4 **FUEL** 100LL, JET A1 NOTAM FILE AKH

RWY 03-21: H3770X100 (ASPH) S-24 MIRL 0.4% up SW

RWY 03: ODALS. PAPI(P2R)—GA 3.0°TCH 26'. Road.

RWY 21: PAPI(P2L)—GA 3.0°TCH 31'. Thld displd 90'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z±, Sun 1600-2200Z±. CLOSED Christmas Day. For svc after hrs call 704-460-5619. Deer on and invof arpt. Parallel twy unlgtd. Noise abatement: from 0300-1100Z± pilots are requested to use Rwy 21 as calm wind dep rwy and do runups on ramp; not rwy end. To avoid low altitude turns to the W req clnc thru CLASS B airspace from Charlotte apch. Rwy 03 has 25' p-line 400' from thld left and right of centerline. 15' road 292' from thld left and right of centerline. 50' drop-off 124' from displd thld left and right of centerline. ACTIVATE MIRL Rwy 03-21, ODALS Rwy 03 and PAPI Rwy 03 and PAPI Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 135.725 (704) 868-9034.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CHARLOTTE APP/DEP CON** 134.75 **CLNC DEL** 127.2

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'
W80°57.11' 279° 9.8 NM to fld. 732/05W. **HIWAS.**

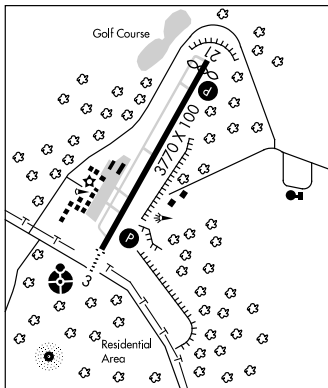
STONIA NDB (MHW) 260 GHJ N35°11.48' W81°09.43' at fld. NOTAM FILE RDU.

COMM/NAV/WEATHER REMARKS: NDB unmonitored 2330-1130Z during standard time, 2330-1030Z during daylight savings time. Clnc Del freq 127.2 OTS indef.

CHARLOTTE

L-25D, 36E

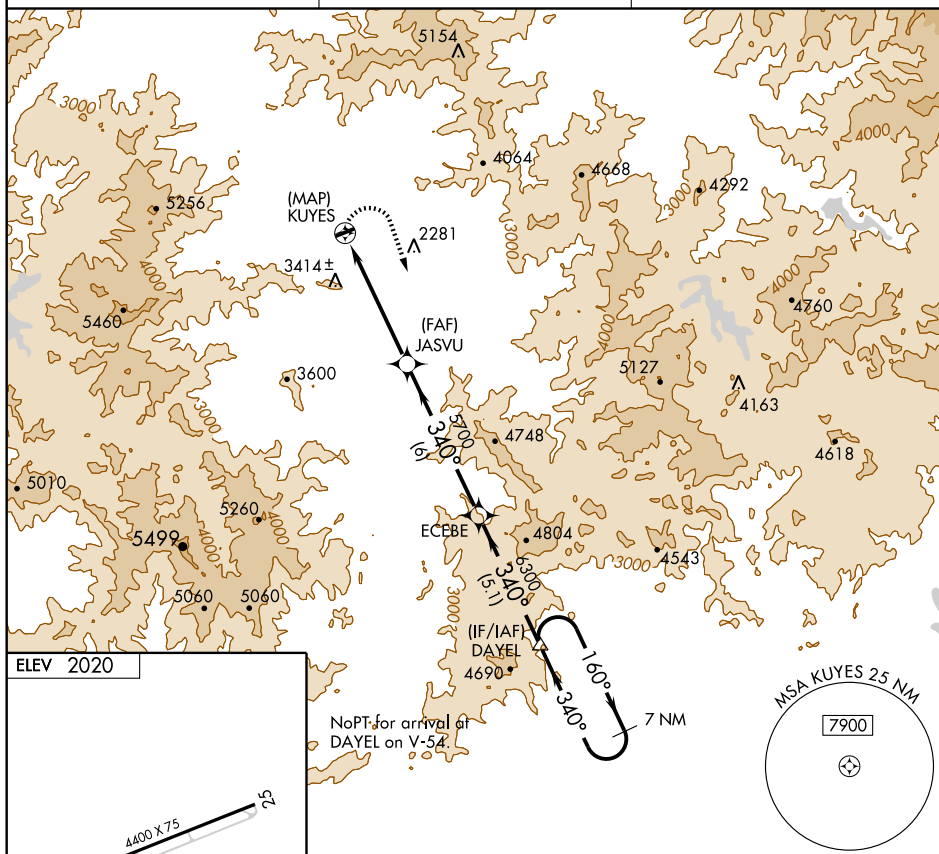
IAP



APP CRS
340°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
2020**RNAV (GPS)-A**
FRANKLIN/MACON COUNTY (1A5)

V When local altimeter setting not received, Procedure NA.
A DME/DME RNP-0.3 NA.
 Procedure NA at night.

MISSED APPROACH: Climbing right
turn to 7000 direct DAYEL and hold.

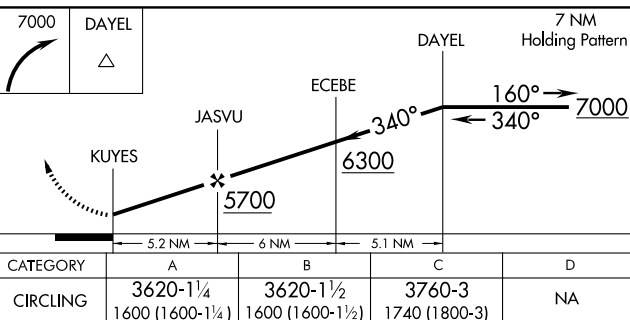
AWOS-3
118.225ATLANTA CENTER
134.8 307.9UNICOM
123.05 (CTAF) ①

ELEV 2020

NoPT for arrival at
DAYEL on V-54

MSA KUYES 25 NM

7900



MIRL RWY 7-25 ①

FRANKLIN, NORTH CAROLINA
Orig 09099

35°13'N-83°25'W

FRANKLIN/MACON COUNTY (1A5)
RNAV (GPS)-A

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

FORT BRAGG (See SIMMONS AAF)

FRANKLIN
MACON CO

(1A5) 3 NW UTC-5(-4DT) N35°13.36' W83°25.14'
 2020 B S4 **FUEL** 100LL, JET A1+ TPA-2800(780) NOTAM FILE RDU
Rwy 07-25: H4400X75 (ASPH) S-30 MIRL

Rwy 07: Trees. **Rwy 25:** Brush. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z±-dusk. Rapidly rising terrain all quadrants. Rwy 07-25 has severe cracks and vegetation through cracks and joints. Rwy 25 has a 15 ft drop off 350 ft from thld left and right. MIRL Rwy 07-25 on dusk-dawn to incr ints—CTAF. Arpt bcn located 3/4 mile SE of arpt.

WEATHER DATA SOURCES: AWOS-3 118.225 (828) 349-3156.

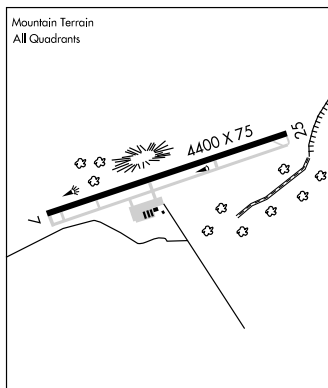
COMMUNICATIONS: CTAF/UNICOM 123.05

ATLANTA CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'
 W83°54.94' 055° 29.6 NM to fld. 3660/00E. **HIWAS.**

ATLANTA
L-25B
IAP


FRANKLIN CO (See LOUISBURG)

GASTONIA MUNI

(AKH) 4 S UTC-5(-4DT) N35°12.16' W81°08.99'
 798 B S4 **FUEL** 100LL, JET A1 NOTAM FILE AKH

Rwy 03-21: H3770X100 (ASPH) S-24 MIRL 0.4% up SW

Rwy 03: ODALS. PAPI(P2R)—GA 3.0°TCH 26'. Road.

Rwy 21: PAPI(P2L)—GA 3.0°TCH 31'. Thld dsplcd 90'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z±, Sun 1600-2200Z±. CLOSED Christmas Day. For svc after hrs call 704-460-5619. Deer on and invof arpt. Parallel twy unlgtd. Noise abatement: from 0300-1100Z± pilots are requested to use Rwy 21 as calm wind dep rwy and do runups on ramp; not rwy end. To avoid low altitude turns to the W req clnc thru CLASS B airspace from Charlotte apch. Rwy 03 has 25' p-line 400' from thld left and right of centerline. 15' road 292' from thld left and right of centerline. 50' drop-off 124' from dsplcd thld left and right of centerline. **ACTIVATE MIRL Rwy 03-21, ODALS Rwy 03 and PAPI Rwy 03 and PAPI Rwy 21—CTAF.**

WEATHER DATA SOURCES: ASOS 135.725 (704) 868-9034.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CHARLOTTE APP/DEP CON** 134.75 **CLNC DEL** 127.2

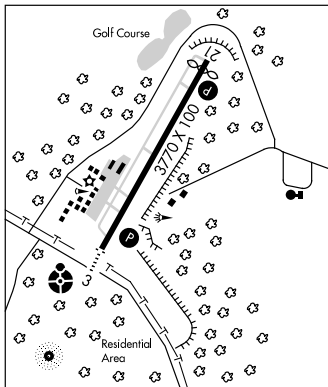
RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42'
 W80°57.11' 279° 9.8 NM to fld. 732/05W. **HIWAS.**

STONIA NDB (MHW) 260 GHJ N35°11.48' W81°09.43' at fld. NOTAM FILE RDU.

COMM/NAV/WEATHER REMARKS: NDB unmonitored 2330-1130Z during standard time, 2330-1030Z during daylight savings time. Clnc Del freq 127.2 OTS indef.

CHARLOTTE
L-25D, 36E
IAP



BOBCAT FOUR DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
CTAF
123.0
CHARLOTTE DEP CON
134.75 257.2

VOLUNTEER
116.4 V XV
Chan 111
N35°54.29'
W83°53.68'
L-25, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

HARRIS
109.8 HRS
Chan 35
N34°56.58'
W83°54.94'
L-25, H-9-12

ZAVER
N35°05.31'
W82°16.01' Δ

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02'
W81°55.62'
L-24-25, H-9-12

CHOO CHOO
115.8 GQO
Chan 105
N34°57.68' W85°09.20'
L-25, H-9-12

ATHENS
109.6 AHN
Chan 33
N33°56.86'
W83°19.49'
L-18, H-9-12

NOTE: For Turbojets only.

NOTE: Radar and DME required.

NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:

Rwys 3, 21: Standard.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.

Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.

Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

DEPARTURE ROUTE DESCRIPTION

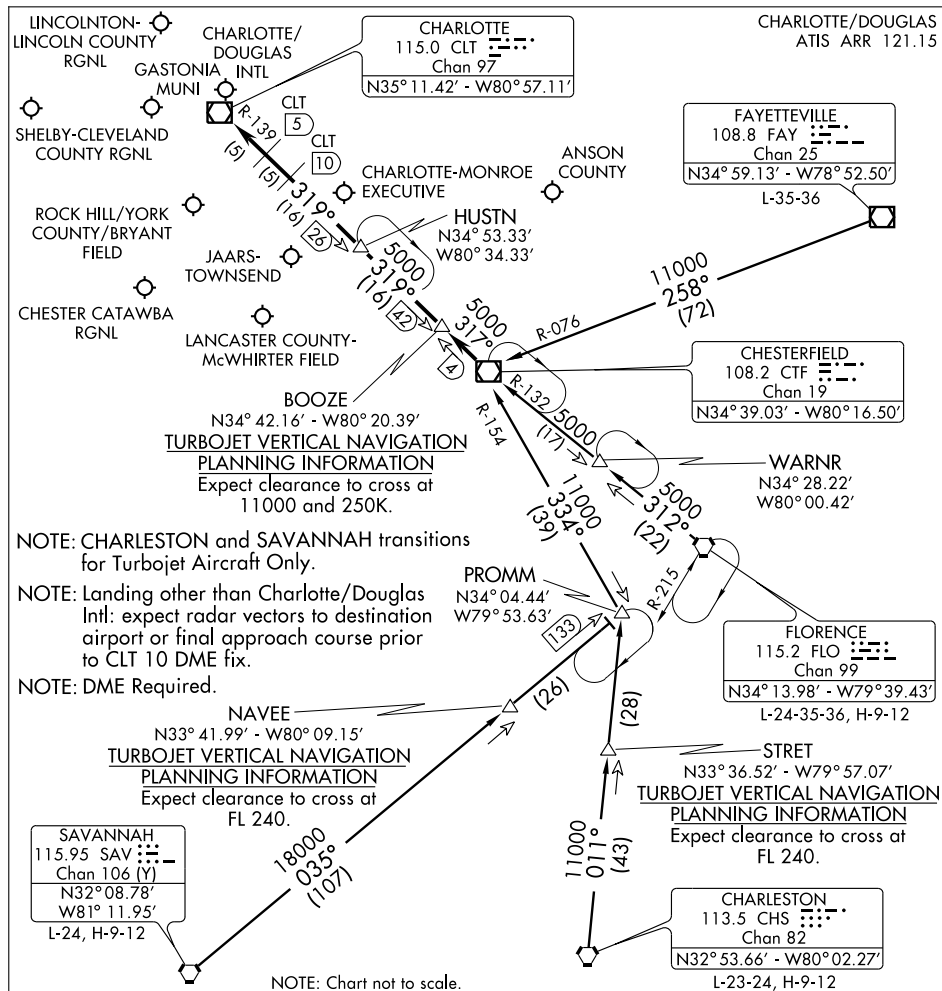
TAKEOFF RUNWAY 3: Climb heading 034°. Thence....TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

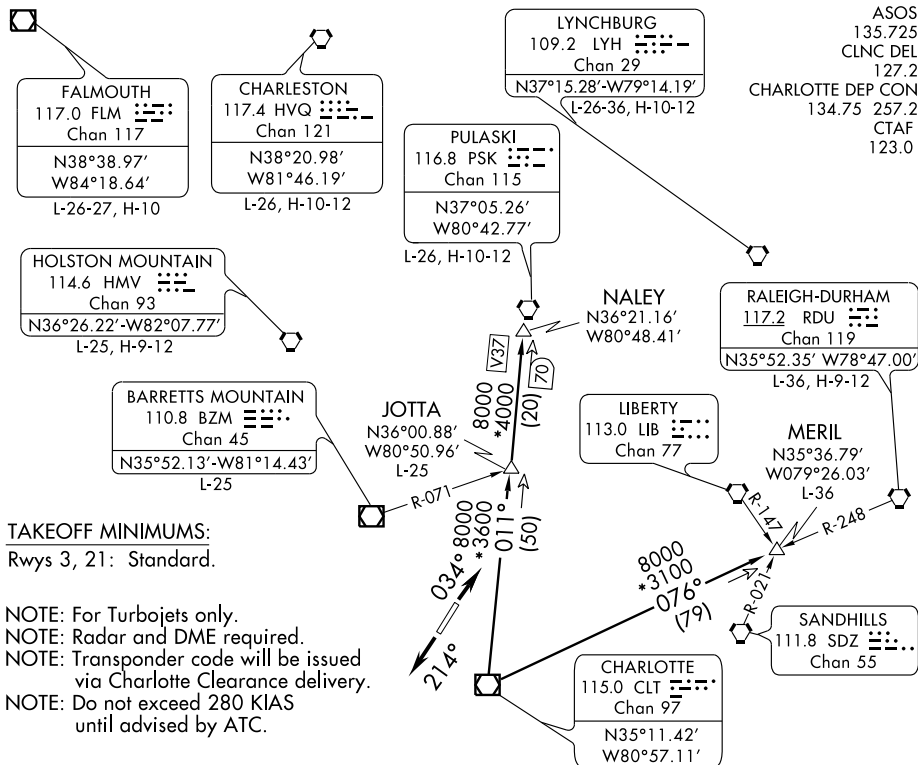
CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

HORNET SIX DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....

TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

...Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.

MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.

NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

HORNET SIX DEPARTURE

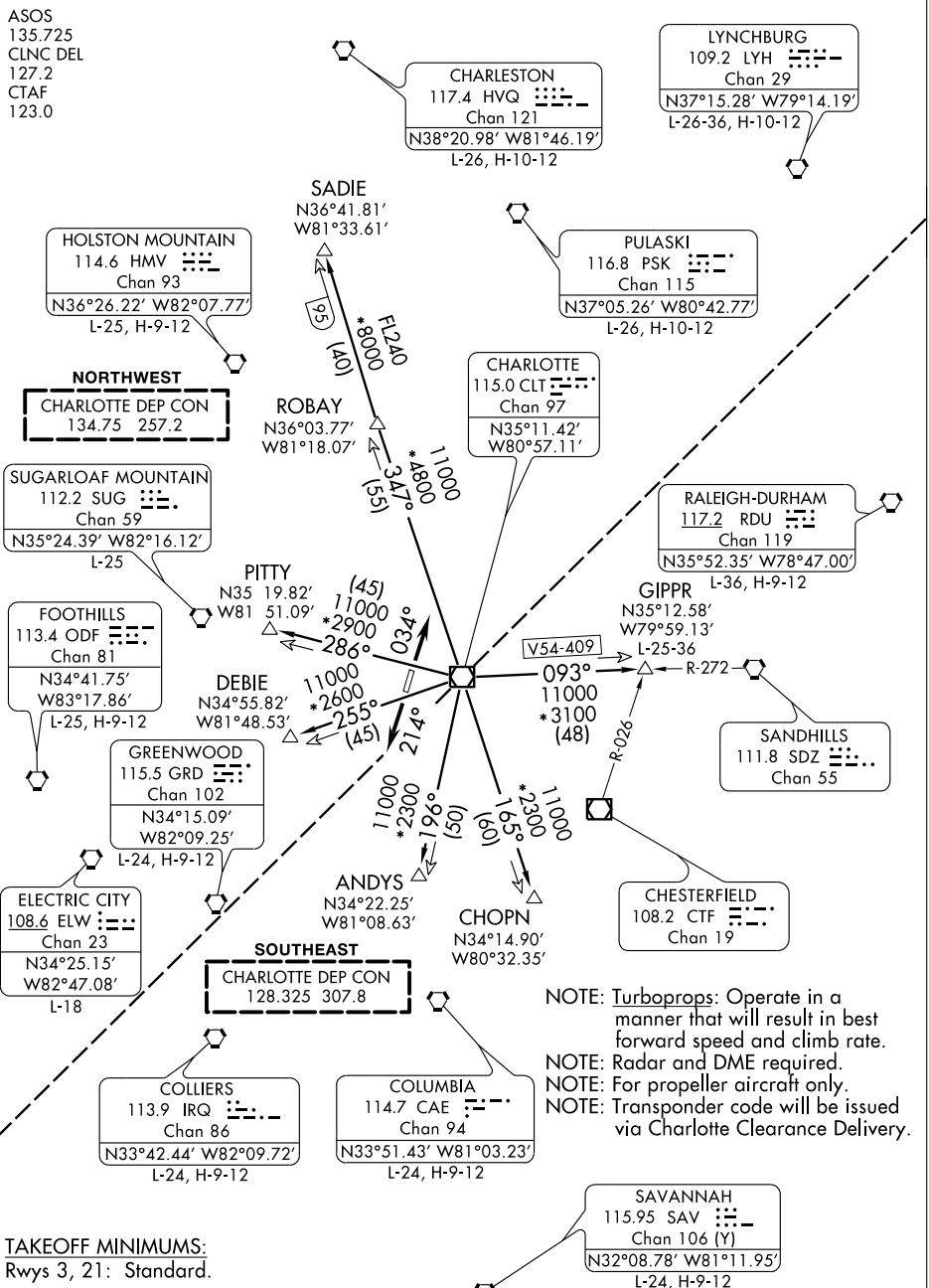
(HOR6.HOR) 10154

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

SE-2, 26 AUG 2010 TO 23 SEP 2010

HUGO ONE DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINAASOS
135.725
CLNC DEL
127.2
CTAF
123.0TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HUGO ONE DEPARTURE

(HUG1.HUG) 10154

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

SE-2, 26 AUG 2010 to 23 SEP 2010

HUGO ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....

TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.

PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.

ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.

SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.

Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.

Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° -119°) **128.32**
 (120° -245°) **120.05**
 (246° -360°) **134.75**
 (180° -359°) **257.2**
 (360° -179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28' - W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17' - W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35' - W78°47.00'
 L-36, H-9-12

LIBERTY
 113.0 LIB
 Chan 77
 N35°48.70' - W79°36.76'

SUDSY
 N35°44.58' - W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.
 NOTE: RADAR required for LIB R-273.
 NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273

to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

NDB RWY 3

GASTONIA MUNI (AKH)

NDB GHJ 260	APP CRS 034°	Rwy Idg TDZE Apt Elev	3770 797 797
-----------------------	------------------------	-----------------------------	---

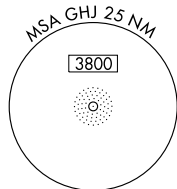
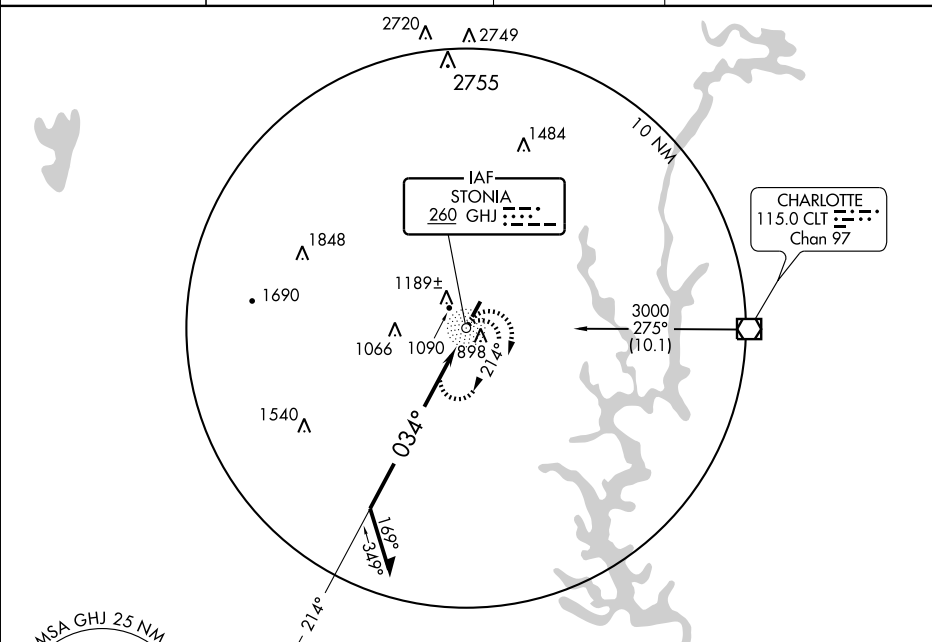
NA Inoperative table does not apply to Cats B and C.

ODALS

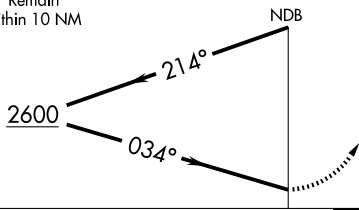


MISSED APPROACH: Climbing right turn to 2600 in GHJ NDB holding pattern.

ASOS 135.725	CHARLOTTE APP CON 134.75 257.2	CLNC DEL 127.2	UNICOM 123.0 (CTAF) 1
------------------------	--	--------------------------	---------------------------------

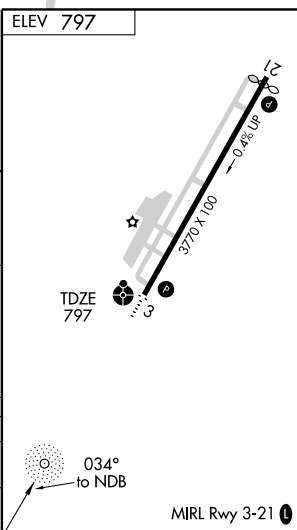


Remain
within 10 NM



2600

GHJ



CATEGORY	A	B	C	D
S-3	1540-3/4 743 (800-3/4)	1540-1 1/4 743 (800-1 1/4)	1540-2 1/4 743 (800-2 1/4)	NA
CIRCLING	1540-1 743 (800-1)	1540-1 1/4 743 (800-1 1/4)	1540-2 1/4 743 (800-2 1/4)	NA

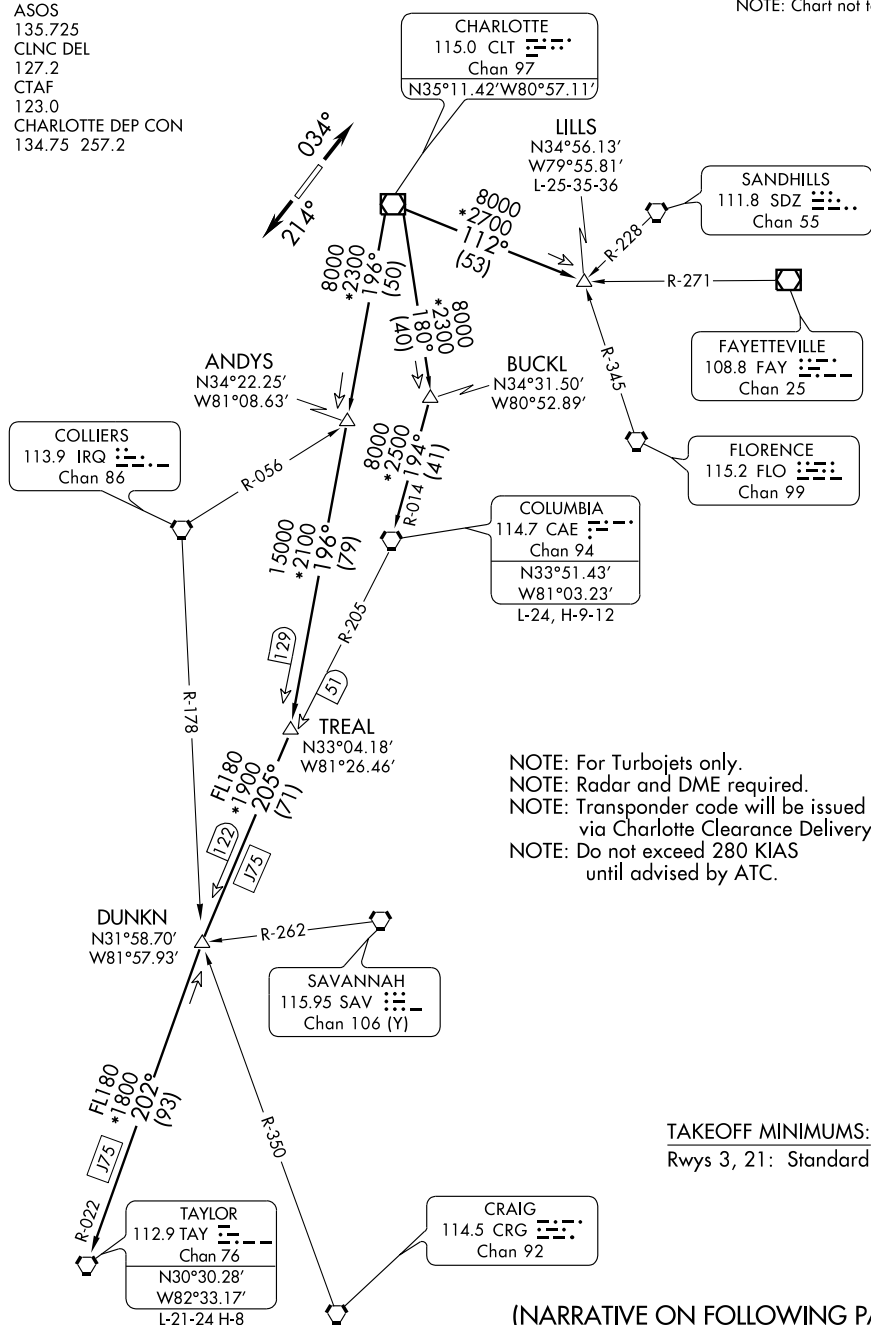
PANTHER ONE DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
CTAF
123.0
CHARLOTTE DEP CON
134.75 257.2

NOTE: Chart not to scale.



NOTE: For Turbojets only.
NOTE: Radar and DME required.
NOTE: Transponder code will be issued
via Charlotte Clearance Delivery..
NOTE: Do not exceed 280 KIAS
until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

(NARRATIVE ON FOLLOWING PAGE)

PANTHER ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....

TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 to BUCKL
and CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196
to TREAL, then via CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.

Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.

Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 3

GASTONIA MUNI (AKH)

WAAS CH 90302 W03A	APP CRS 034°	Rwy Idg TDZE Apt Elev	3770 798 798
--	------------------------	-----------------------------	---

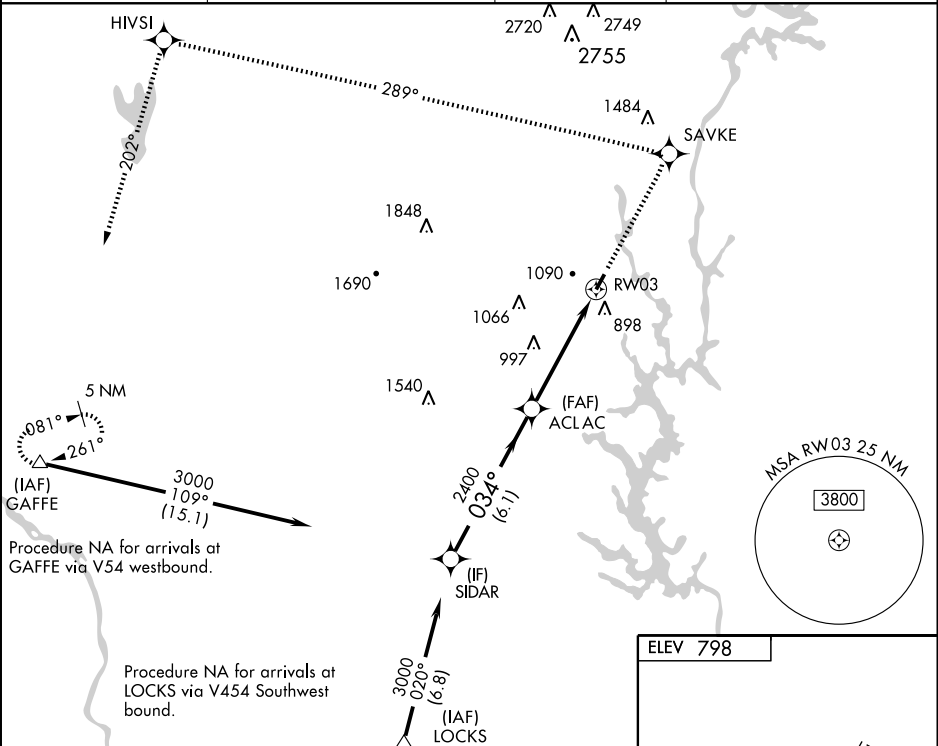
▼ If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
Inoperative table does not apply.

ODALS

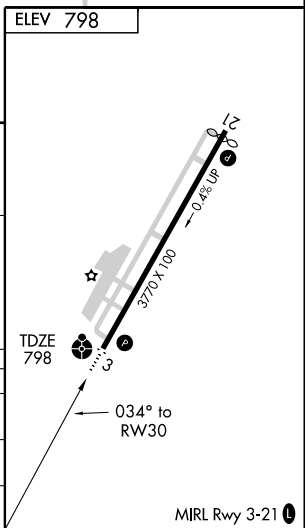


MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

ASOS 135.725	CHARLOTTE APP CON 134.75 257.2	CLNC DEL 127.2	UNICOM 123.0 (CTAF) ①
------------------------	--	--------------------------	---------------------------------



Procedure Turn NA	SIDAR	3200	SAVKE	tr 289°	HIVSI	tr 202°	GAFFE
GS 3.00° TCH 40	3000	034°	ACLAC	2400	RWY 3		
VGSI and RNAV glidepath not coincident.	6.1 NM	4.8 NM					
CATEGORY	A	B	C	D			
LPV DA	1118-1¼	320 (400-1¼)		NA			
LNAV MDA	1440-1	642 (700-1)	1440-1¾	642 (700-1¾)	NA		
CIRCLING	1500-1	702 (800-1)	1500-2	702 (800-2)	NA		



WAAS
CH 50402
W21A

APP CRS
214°

Rwy Idg	3680
TDZE	798
Apt Elev	798

RNAV (GPS) RWY 21

GASTONIA MUNI (AKH)

T	If local altimeter setting not received, use Charlotte/Douglas
A	Intl altimeter setting and increase all DA/MDAs 40 feet.
	Visibility reduction by helicopters NA.
	DME/DME RNP-0.3 NA.

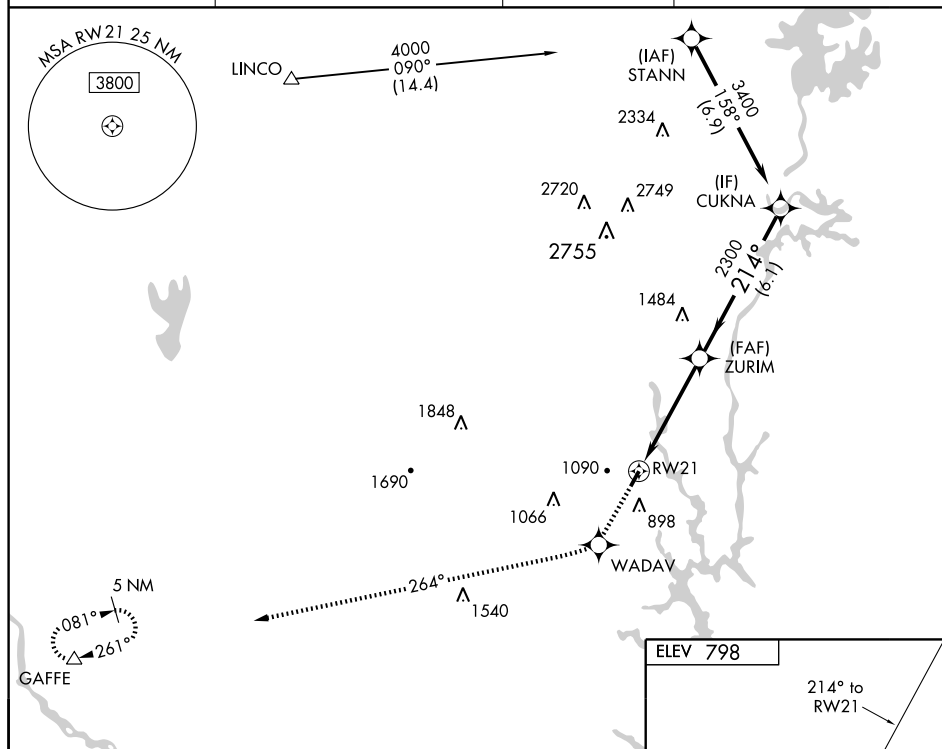
MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS
135.72

CHARLOTTE APP CON
134.75 257.2

CLNC DEL
127.2

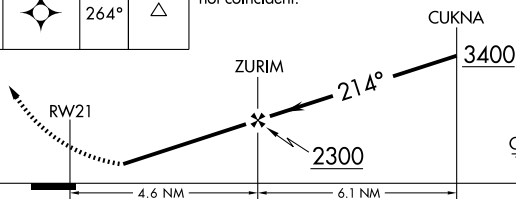
UNICOM
123.0 (CTAF) 



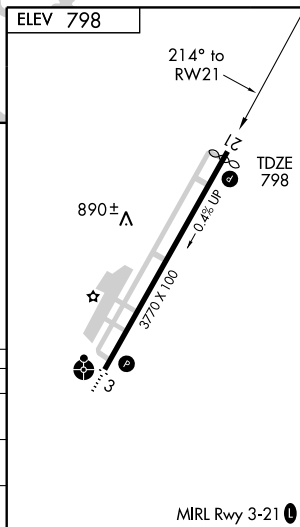
3200	WADAV	tr 264°	GAFFE
			

VGSI and RNAV glidepath not coincident.

Procedure


$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

	4.6 NM		6.1 NM		
CATEGORY	A		B	C	D
LPV DA	1111-1¼ 313 (400-1¼)				NA
LNAV MDA	1420-1 622 (700-1)			1420-1¾ 622 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)			1500-2 702 (800-2)	NA



GASTONIA, NORTH CAROLINA

Orig-A 10154

35°12'N-81°09'W

GASTONIA MUNI (AKH)

RNAV (GPS) RWY 21

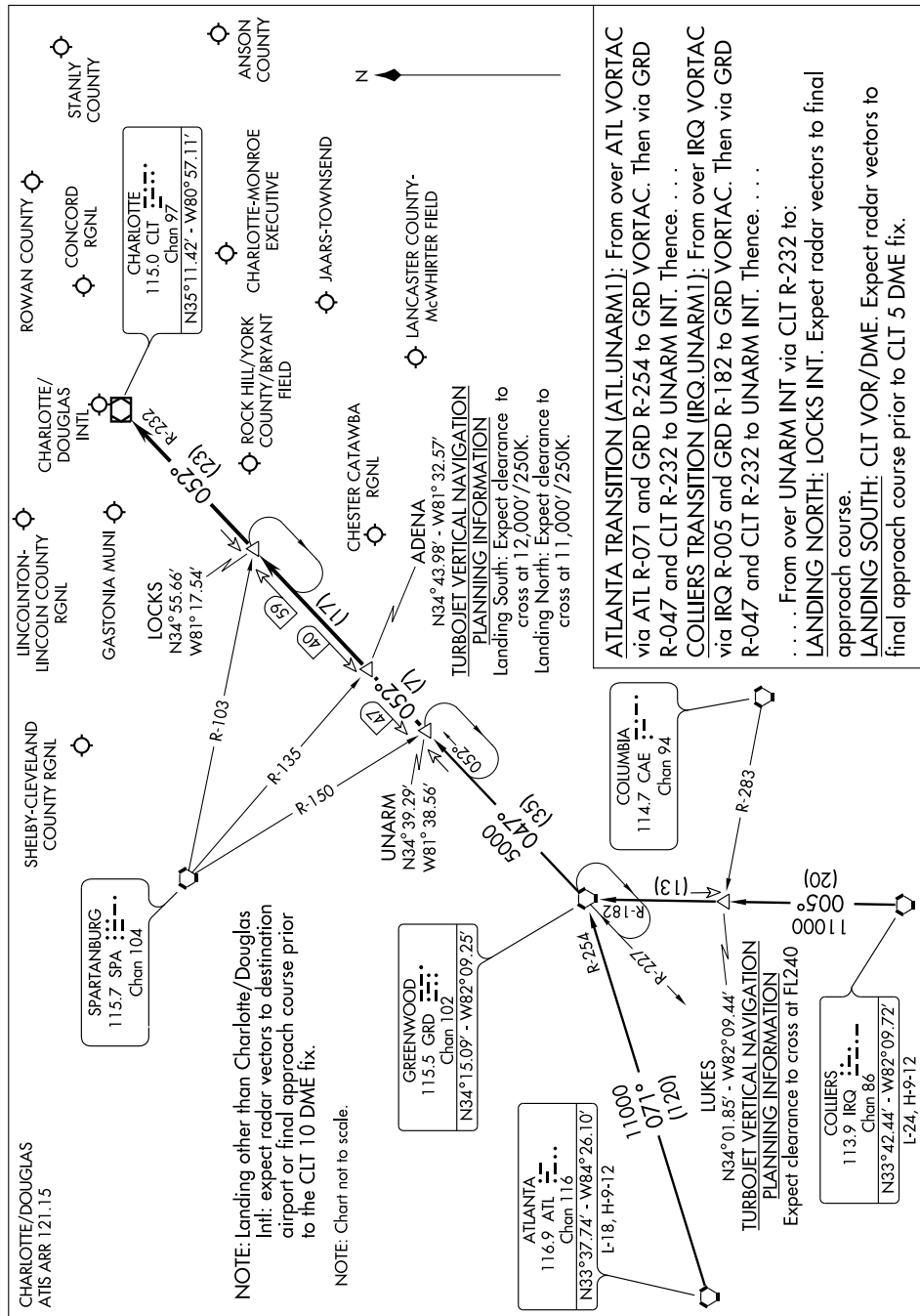
SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

SHINE FIVE ARRIVAL



SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

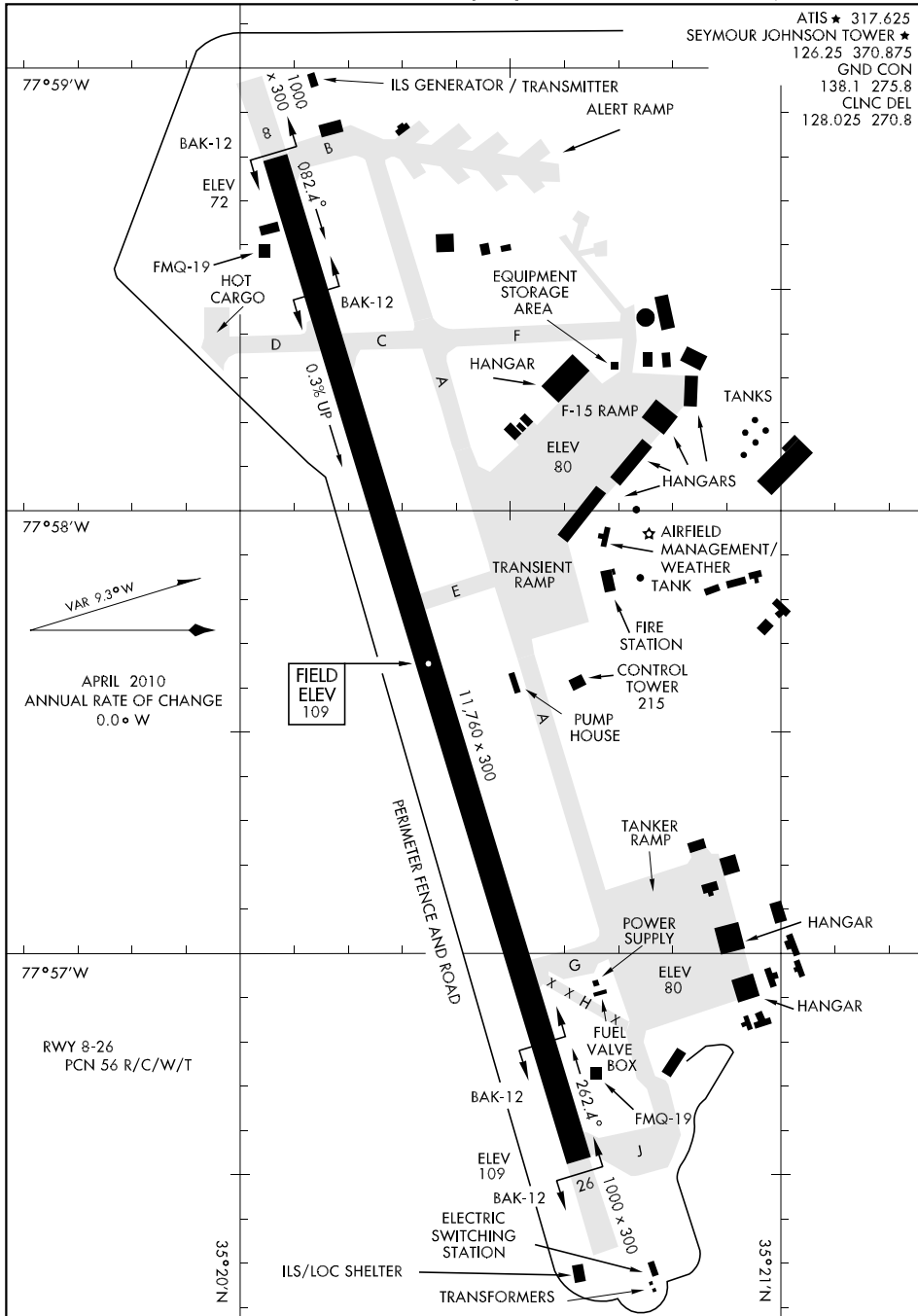
AIRPORT DIAGRAM

AFD-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

SEYMOUR JOHNSON AFB (GSB)(KGSB) AF 3 SE UTC-5(-4DT) N35°20.36' W77°57.64 **CHARLOTTE**
 109 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE RDU Not insp. **H-9C, 12H, L-35B, 36F**
RWY 08-26: H11760X300 (CONC-GRVD) PCN 56 R/C/W/T HIRL **DIAP, AD**
RWY 08: ALSF1. PAPI(P4L). Rgt tfc. **RWY 26:** ALSF1. PAPI(P4L). Rgt tfc. 0.3% down

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-11760 TODA-11760 ASDA-11760
RWY 26: TORA-11760 TODA-11760 ASDA-11760

ARRESTING GEAR/SYSTEM

RWY 08 ←HOOK BAK-12A(B) (36' OVRN) HOOK BAK-12B(B) (1492')
 HOOK BAK-12B(B) (1492') HOOK BAK-12A(B) (52' OVRN) →**RWY 26**

MILITARY SERVICE: LGT Rwy 08-26 gated thld lgt. **A-GEAR** BAK-12B(B) always in place. The potential for tail hook skip exists, due conc inlay meeting asphalt pavement at the Rwy 26 underrun/Rwy 08 ovrn BAK 12 barrier. **JASU** 8(M32A-60A/B) 5(M32A-86) 1(MC-11) 1(MC-1A) **FUEL** J8 **FLUID** SP PRESAIR LPOX LOX 24 hr prior notice rqr. **OIL** O-148 SOAP

TRAN ALERT Avbl Mon-Fri 1200-0400Z†, other times standby. Expect 1-2 hr svc/refuel delays weekend, holiday, peak periods and ltd maintenance. Ltd fleet svc avbl for military acft only. 50 gallon maximum per load for lavatory.

MILITARY REMARKS: Opr 1200-0430Z†. See FLIP AP/1 Supplementary Arpt Info. **RSTD** Transient acft expect full stop ldg during local flying period. PPR ctc Base OPS 24 hr PN DSN 722-4097, C919-722-4097, fax 4100. PPR all acft incl Distinguished Visitors, hazardous cargo and air evacuation regardless of affiliation for notification and coordination purposes. Transient acft ctc Base OPS via PTD prior arr to confirm svc rqr. Issued PPR valid 1 hr prior or after ETA, early/late arr/dep must be re-coordinated. 72 hr prior notice rqr for all acft carrying hot cargo. Twy F no acft larger than C130. Twy H clsd. C5, B2 and VC26 acft will experience degraded firefighting capability-coordination 1 week prior to arr for PPR and svc. Twy G ltd to KC135 323,000 lbs or less and F15 65,000 lbs or less. Twy B, G, and J avbl to fighter acft only when arm/de-arm in use. **CAUTION** Uncontrolled vehicle tfc on twy and apron. Bird and deer haz. Peak activity usually begins 1 hr prior SR and SS. Waste water treatment pond facility off W end of rwy attracts significant number of waterfowl. Trees 3000' E of apch Rwy 26. Unlgt obst (trees) E and W apch ends Rwy 08-26 pent 50:1. Aflid grass cutting Mar-Nov, expect increased bird activity invof mowers. Reduce jet blast clnc between parking rows on F-15 ramp. Minimum jet blast clnc provided for large acft on transient ramp. Non-std mark—10' blue stripe on S side of Twy A identifies sub-sfc fire hydrant location. **TFC PAT** TPA Rectangular 1300 (1191), Overhead 1800 (1791), Lgt acft 1000 (991). **MISC** Reported prevailing visibility may not represent touchdown visibility due obstruction from obsn pt; Obsn pt is obstructed from 090°-110° and 250°-010°. ATC will enhance sfc obsn when twr visibility and/or surface visibility is less than 4 SM. Reported visibility will be the low of either twr or sfc visibility. ATC will assist in cooperative wx watch by notifying Wx of previously unreported wx cond. Runway Condition Reading not reported by Seymour Johnson base wx. Current Runway Condition Reading and Runway Surface Covering info avbl via PTD and ATIS. Heavy acft should exercise extreme caution when taxiing on C135 ramp due to minimum wingtip clnc. All inbound acft with VIP ctc consolidated Comd Post 60 NM out. Heavy equipment land long over BAK-12s, if unable ctc Base OPS 30 min prior. No COMSEC material avbl. Transient aircrews should plan to arr with appropriate amount of COMSEC to complete entire mission. No COMSEC storage avbl at Base OPS. All transient aircrews shall store top secret material at Wing Comd Post. ACC reduced same rwy separation for ACC acft only. Rwy 08-26: first 1000x300 conc each end. Center 75' con with 112' asphalt edges, grooved.

COMMUNICATIONS: SFA ATIS 317.625 (1200-0430Z†) PTD 372.2

Ⓡ **APP CON** 119.7 273.6 (111°-257°) 123.7 290.9 (258°-110°) (1200-0430Z†), other times ctc **WASHINGTON CENTER APP CON** 135.5 272.75

TOWER 126.25 370.875 (1200-0430Z†) **GND CON** 138.1 275.8 **CLNC DEL** 128.025 270.8

Ⓡ **DEP CON** 119.7 338.6 (South) 123.7 320.1 (North) 290.9 273.6 (0430-1200Z†), other times ctc **WASHINGTON CENTER DEP CON** 135.5 272.75

4FW COMD POST (RAYMOND 25) 311.0 321.0 (Have QUICK timing unavbl)

916 ARW COMD POST (LIGHTHOUSE CA) 311.0 **PMSV METRO** 323.925 Wx DSN 722-4089 (C919-722-4089)

forecaster avbl Mon-Fri 1200-2000Z† clsd holidays. Opr hrs may vary with local flying schedule. Wx obsn avbl 24 hrs via AWOS. AWOS augmented when rqr. Full svc avbl 26 OWS Barksdale AFB, DSN 781-4775, C318-456-4775.

ACC SOF (LION SOF) 376.1

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

(L) **TACAN** Chan 112 GSB (116.5) N35°20.11' W77°58.28' at fld. 82/8W. Unmonitored 0430-1200Z†. No NOTAM MP Mon and Fri 0500-1030Z† (1500/3+1).

ILS 109.3 I-GSB Rwy 08. Unmonitored 0430-1200Z†. No NOTAM MP Mon-Fri 0500-1030Z† (3000/5+1)

ILS 109.9 I-DDX Rwy 26. Unmonitored 0430-1200Z†. No NOTAM MP Mon-Fri 0500-1030Z† (3000/5+1), weekends 1400-1600Z†.

PAR

COM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. ATIS No NOTAM MP Fri 0900-1100Z†.

LOC I-GSB 109.3	APCH CRS 081°	Rwy ldg 11,760 TDZE 73 Arpt Elev 109
---------------------------	-------------------------	---

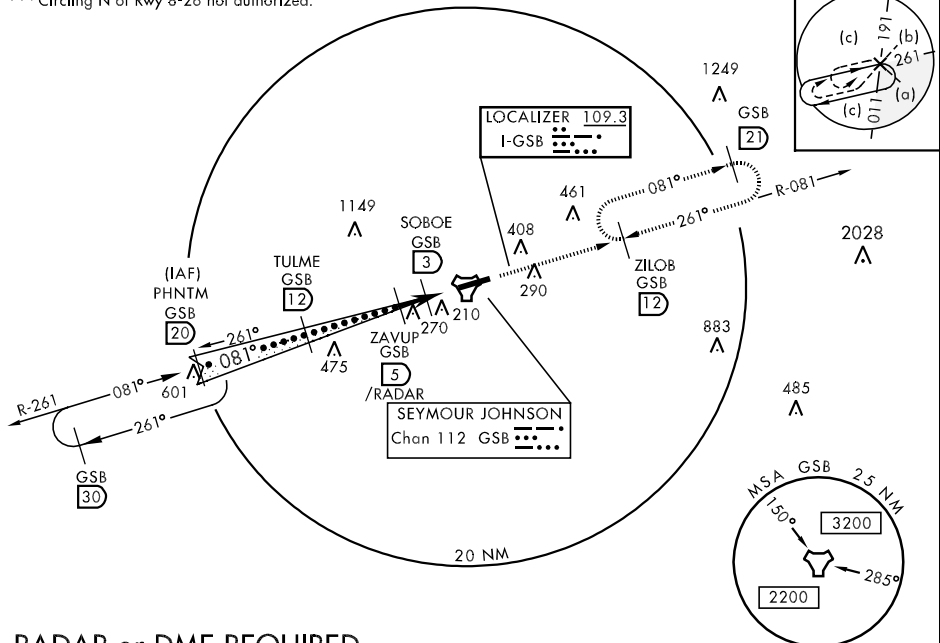
JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

▽ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.	ALSF-1 	MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.
--	------------	---

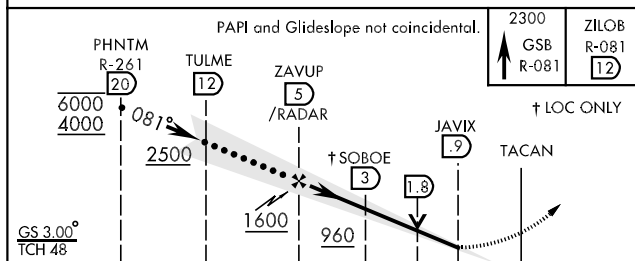
ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
--------------------------	---	--	-------------------------------	----------------------------------

***Circling N of Rwy 8-26 not authorized.

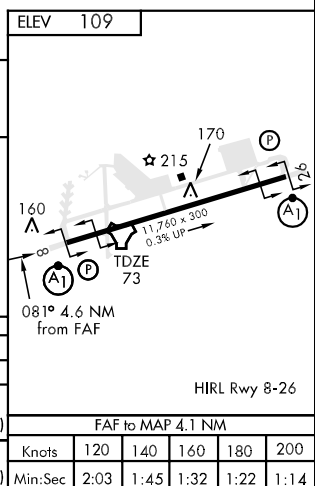


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700



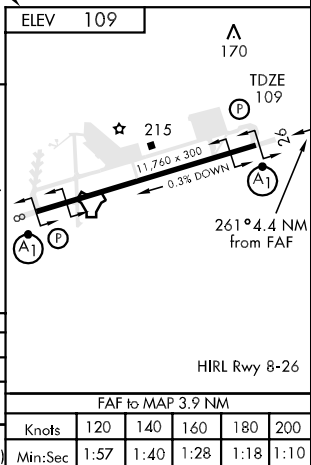
CATEGORY	A	B	C	D	E
S-ILS 8 *	273/24 200 (200- $\frac{1}{2}$)				
S-LOC 8 **	560/24 487 (500- $\frac{1}{2}$)	560/40 487 (500- $\frac{3}{4}$)	560/50 487 (500-1)	560/60 487 (500- $1\frac{1}{4}$)	
CIRCLING***	660-1 551 (600-1)	660- $1\frac{1}{2}$ 551 (600- $1\frac{1}{2}$)	660-2 551 (600-2)	760-2 $\frac{1}{4}$ 651 (700-2 $\frac{1}{4}$)	



*** Circling N of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 3700



TACAN GSB Chan 112	APCH CRS 081°	Rwy ldg 11,760 TDZE 73 Arpt Elev 109
------------------------------	-------------------------	---

JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

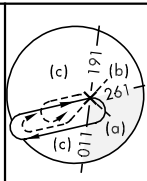
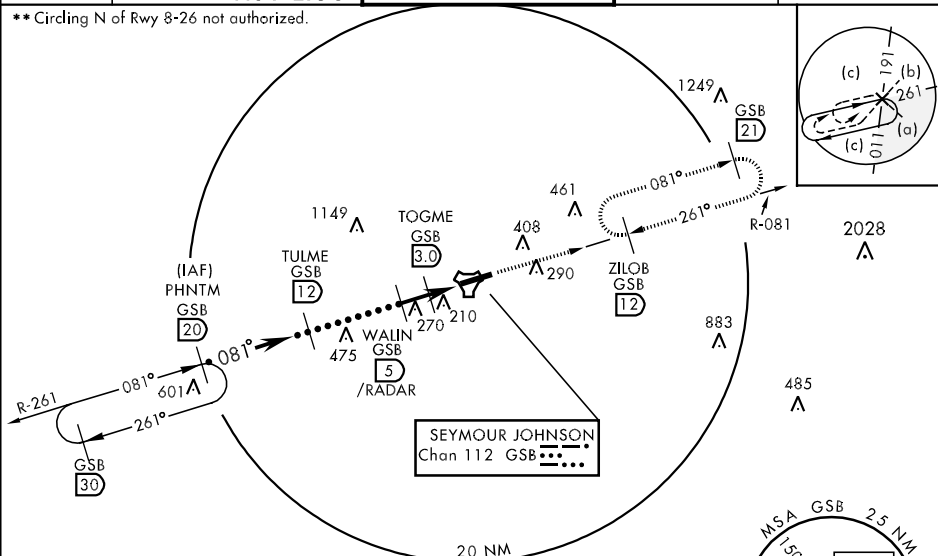
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles,
CAT E vis to 1¾.



MISSED APPROACH: Climb to 2300 via GSB
R-081 to ZILOB and hold.

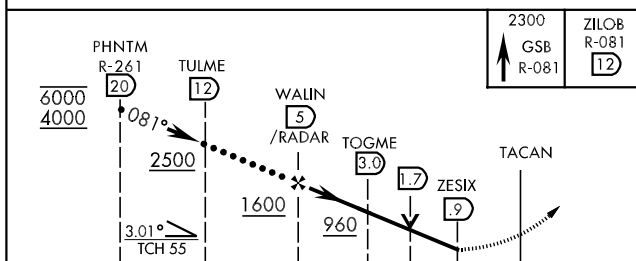
ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
--------------------------	---	--	-------------------------------	----------------------------------

** Circling N of Rwy 8-26 not authorized.

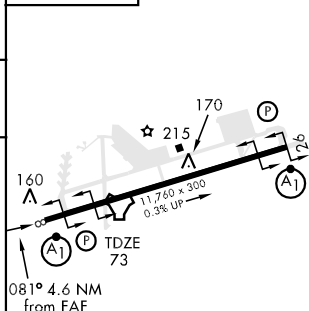


**RADAR or DME
REQUIRED**

EMERG SAFE ALT 100 NM 3700



ELEV 109



CATEGORY	A	B	C	D	E
S-8 *	560/24 487 (500-½)	560/40 487 (500-¾)	560-50 487 (500-1)	560/60 487 (500-1¼)	
CIRCLING **	660-1 551 (600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)	

HIRL Rwy 8-26

TACAN GSB Chan 112	APCH CRS 261°	Rwy ldg 11,760 TDZE 109 Arpt Elev 109
------------------------------	-------------------------	--

JAL-169 [USAF]

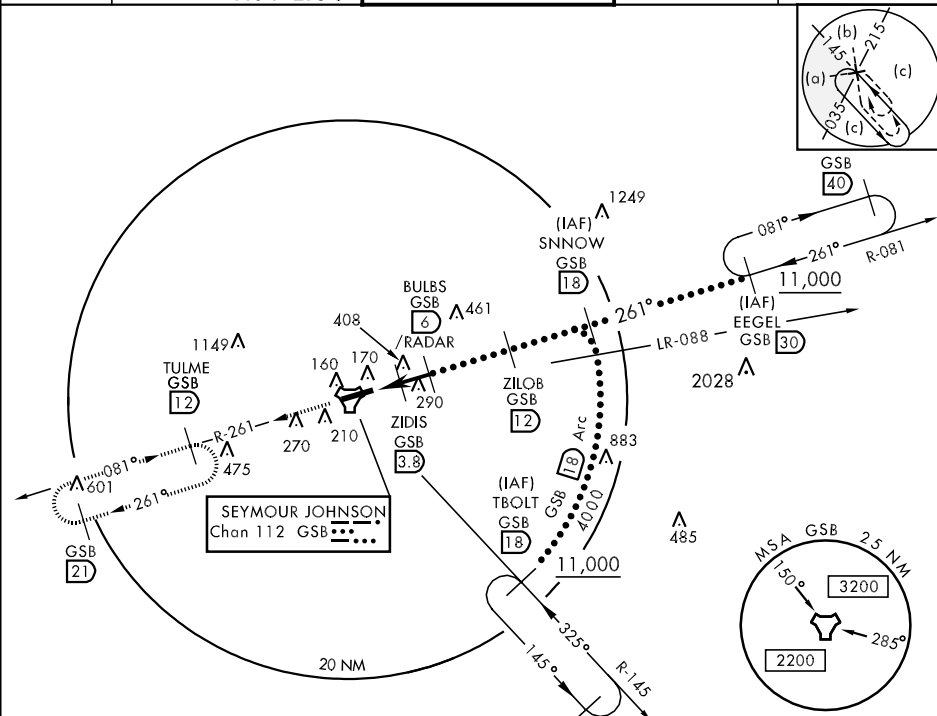
SEYMOUR JOHNSON AFB (KGSB)

V * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis 1½ miles, CAT DE vis to 1½ miles.
** Circling N of Rwy 8-26 not authorized.



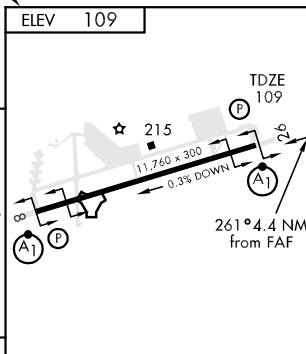
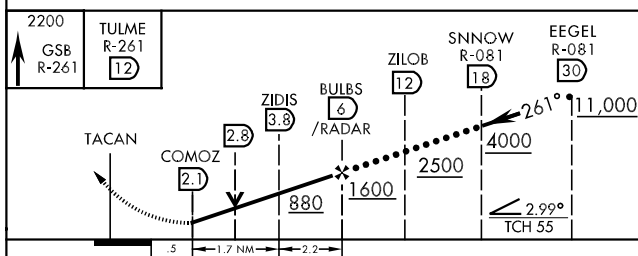
MISSED APPROACH: Climb to 2200
via GSB R-261 to TULME and hold.

ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
--------------------------	---	--	-------------------------------	----------------------------------



**RADAR or DME
REQUIRED**

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-26 *	560/24 451 (500-½)		560/40 451 (500-¾)	560/50 451 (500-1)	
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

LOC I-GSB 109.3	APCH CRS 081°	Rwy Idg 11,760 TDZE 73 Arprt Elev 109
---------------------------	-------------------------	--

AL-169 [USAF]

SEYMOUR JOHNSON AFB

(KGSB)

▼ * When ALS inop, increase RVR to 40 vis to $\frac{3}{4}$ mile.

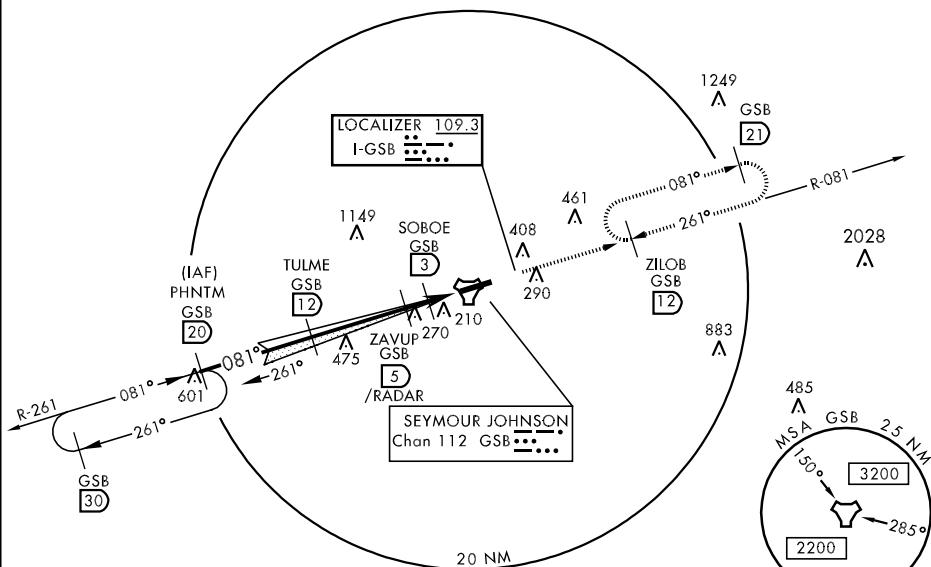
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.



MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
--------------------------	---	--	-------------------------------	----------------------------------

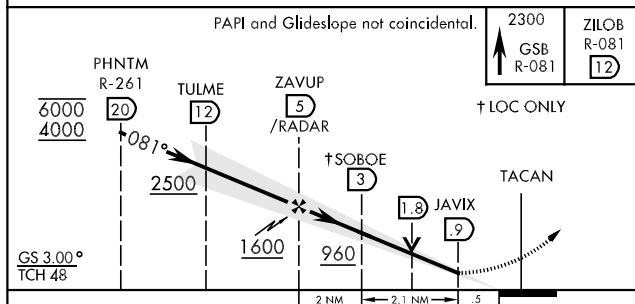
*** Circling N of Rwy 8-26 not authorized.



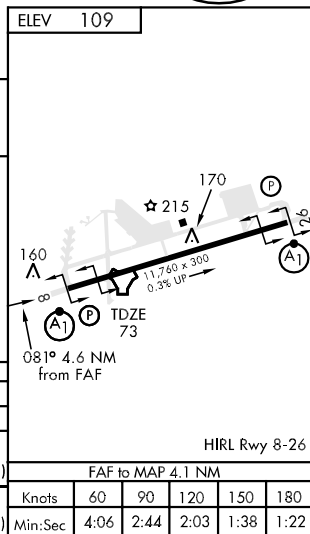
**RADAR or DME
REQUIRED**

EMERG SAFE ALT 100 NM 3700

PAPI and Glideslope not coincidental.



CATEGORY	A	B	C	D	E
S-ILS 8*	273/24		200	(200- $\frac{1}{2}$)	
S-LOC 8**	560/24	487 (500- $\frac{1}{2}$)	560/40 487 (500- $\frac{3}{4}$)	560/50 487 (500-1)	560/60 487 (500- $1\frac{1}{4}$)
CIRCLING***	660-1	551 (600-1)	660- $1\frac{1}{2}$ 551 (600- $1\frac{1}{2}$)	660-2 551 (600-2)	760- $2\frac{1}{4}$ 651 (700- $2\frac{1}{4}$)



LOC I-DDX <u>109.9</u>	APCH CRS 261°	Rwy Idg 11,760 TDZE 109 Arpt Elev 109	AL-169 [USAF]	SEYMOUR JOHNSON AFB (KGSB)
----------------------------------	-------------------------	--	---------------	----------------------------

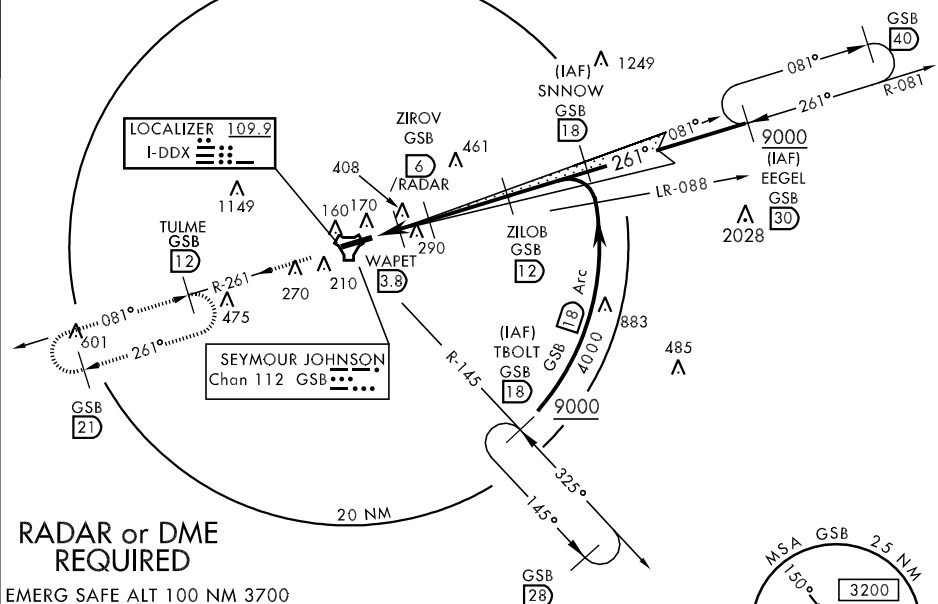
T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,
 CAT D RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.

ALSF-1

MISSED APPROACH: Climb to 2200
via GSB R-261 to TULME and hold.

ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
-------------------	---	---	------------------------	---------------------------

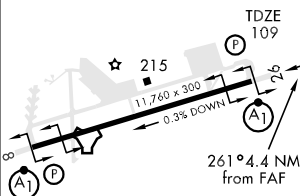
***Circling N of Rwy 8-26 not authorized.



**RADAR or DME
REQUIRED**

EMERG SAFE ALT 100 NM 3700

ELEV	109
------	-----



HIRL Rwy 8-24

FAF to MAP 3.9 NM						S-LOC 26**	500/24 391 (400-½)		500/40 391 (400-¾)		500-50 391 (400-1)			
Knots	60	90	120	150	180									
Min:Sec	3:54	2:36	1:57	1:34	1:18	CIRCLING***	660-1 551 (600-1)		660-1½ 551 (600-1½)		660-2 551 (600-2)		760-2¼ 651 (700-2¼)	

GOLDSBORO, NORTH CAROLINA
Amdt 2 10154

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

ILS or LOC/DME RWY 26

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

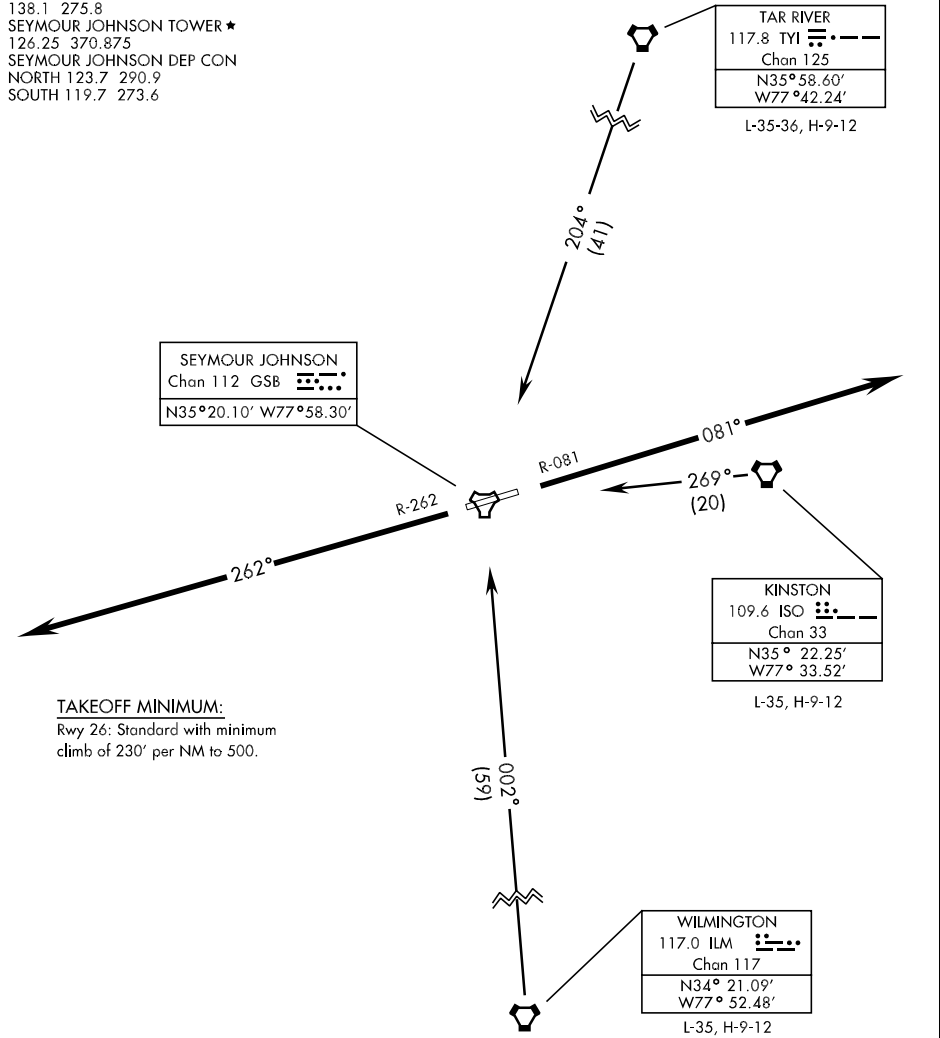
SEYMOUR-ONE DEPARTURE (GSB1 • GSB)

GOLDSBORO, NORTH CAROLINA

ATIS★ 317.625
CLNC DEL
128.025 270.8
GND CON
138.1 275.8
SEYMOUR JOHNSON TOWER ★
126.25 370.875
SEYMOUR JOHNSON DEP CON
NORTH 123.7 290.9
SOUTH 119.7 273.6

SHL-169 [USAF]

Rwy	Knots	60	120	180	240	300	360
26	V/V(fpm)	230	460	690	920	1150	1380



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Track outbound on GSB R-081 until passing 2500', then turn right/left on course climbing to assigned altitude.

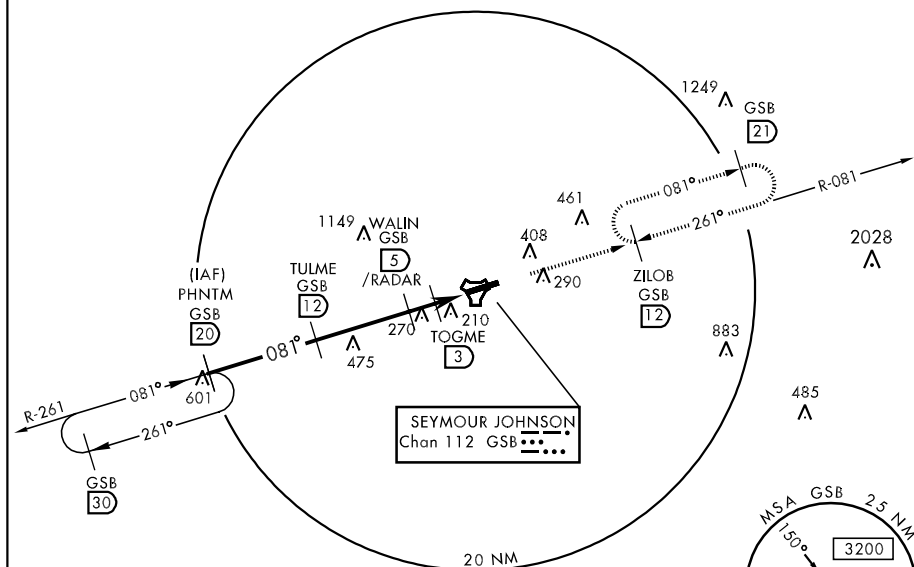
TAKE-OFF RWY 26: Track outbound on GSB R-262 until passing 2500', then turn right/left on course climbing to assigned altitude.

SEYMOUR-ONE DEPARTURE (GSB1 • GSB)

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

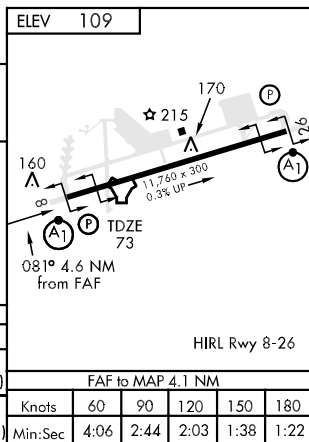
TACAN GSB Chan 112	APCH CRS 081°	Rwy Idg 11,760 TDZE 73 Arprt Elev 109	AL-169 [USAF]	SEYMOUR JOHNSON AFB (KGSB)
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ** Circling N of Rwy 8-26 not authorized.			ALSF-1 A1	MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.
ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8




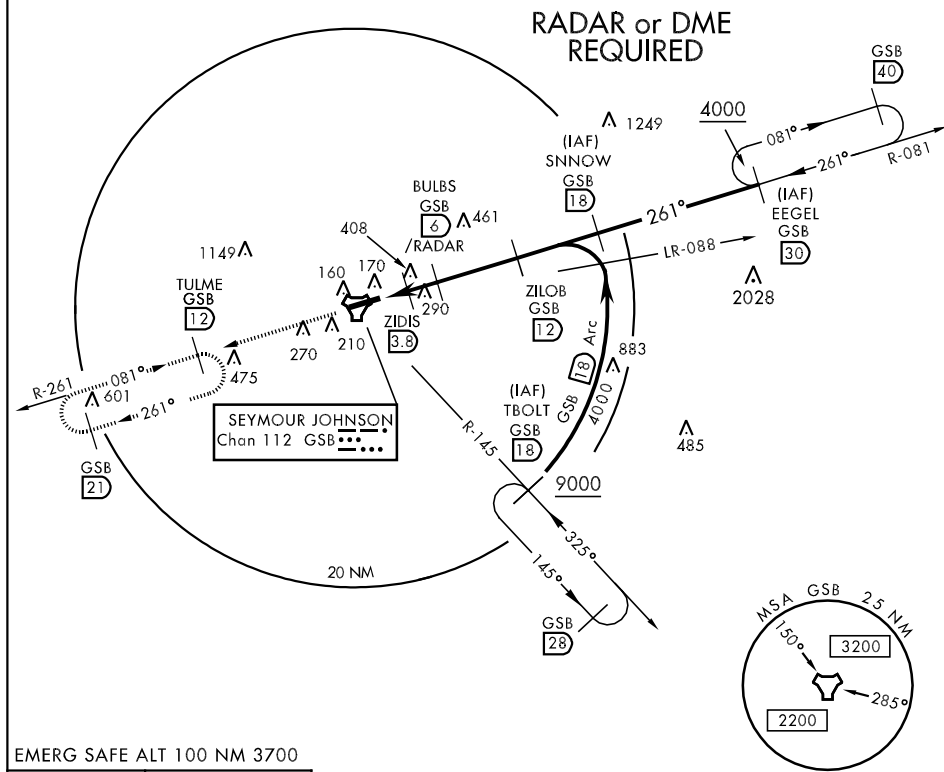
**RADAR or DME
REQUIRED**

EMERG SAFE ALT 100 NM 3700

CATEGORY	PHNTM R-261		TULME		WALIN /RADAR		TOGME		ZESIX		TACAN	
	6000	4000	2500	1600	960	1.7	1.7	1.7	1.7	1.7	1.7	1.7
S-8 *	560/24	487 (500-½)	560/40	487 (500-¾)	560/50	487 (500-1)	560/60	487 (500-1¼)				
CIRCLING **	660-1	551 (600-1)	660-1½	551 (600-1½)	660-2	551 (600-2)	760-2¼	651 (700-2¼)				

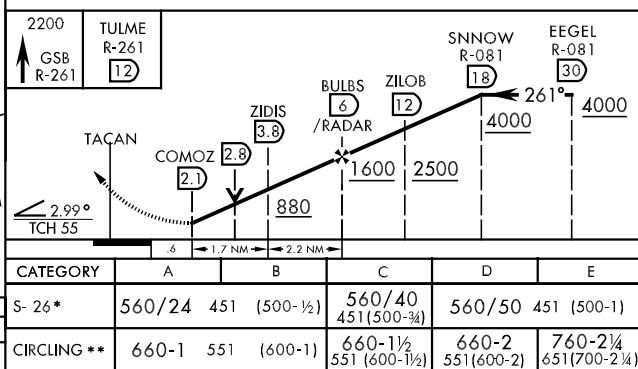
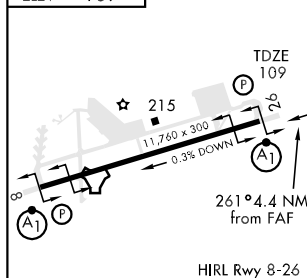


TACAN GSB Chan 112	APCH CRS 261°	Rwy Idg 11,760 TDZE 109 Arpt Elev 109	AL-169 [USAF]	SEYMOUR JOHNSON AFB (KGSB)	
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles. ** Circling N of Rwy 8-26 not authorized.			ALSF-1 	MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.	
ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8	



EMERG SAFE ALT 100 NM 3700

ELEV 109



GOLDSBORO, NORTH CAROLINA

35° 20' N-77° 58' W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 1 10154

TACAN RWY 26

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2 26 AUG 2010 to 23 SEP 2010

GOLDSBORO-WAYNE MUNI (GWW) 3 N UTC-5(-4DT) N35°27.63' W77°57.90'

CHARLOTTE

133 B S4 FUEL 100LL, JET A1+ OX 1, 4 NOTAM FILE GWW

H-9C, 12H, L-35B, 36F

RWY 05-23: H5499X99 (ASPH) S-30, D-42 PCN 49 F/C/Y/T MIRL

IAP

RWY 05: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 43'.

AIRPORT REMARKS: Attended 1300-0100Z†. Unattended Christmas and Thanksgiving. Bird activity invof arpt. Helicopter ops on twy leading to T hangers. Helipad on twy with traffic cones and flags. Surface variations in rwy safety area. Ultralgt aircraft PPR call 919-734-7630. ACTIVATE MIRL Rwy 05-23, REIL Rwy 23, and ODALS Rwy 23—CTAF; PAPI Rwy 05 and Rwy 23 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.975 (919) 731-4473.**COMMUNICATIONS:** CTAF/UNICOM 122.7

⑧ SEYMOUR JOHNSON APP/DEP CON 123.7 (1200-0430Z†)

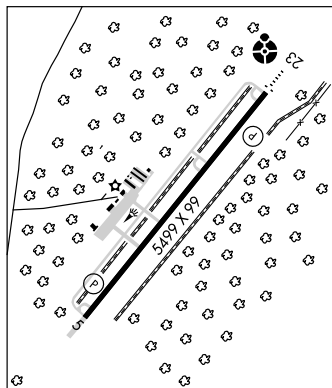
WASHINGTON CENTER APP/DEP 135.5 (0430-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

W77°33.50' 290° 20.7 NM to fld. 106/05W.

ILS 111.9 I-UGZ Rwy 23. Class IB.

**GOOSE CREEK** (See INDIAN TRAIL)**GRAYS CREEK** (See FAYETTEVILLE)**GREENSBORO** N36°02.74' W79°58.58' NOTAM FILE GSO.

CINCINNATI

(H) VORTAC 116.2 GSO Chan 109 034° 3.7 NM to Piedmont Triad Intl.

H-9B, 12G, L-25E, 36F

879/03W. HIWAS.

RCO 123.65 122.2 122.1R 116.2T (RALEIGH RADIO)

GREENSBORO**AIR HARBOR** (W88) 6 N UTC-5(-4DT) N36°10.42' W79°48.18'

CINCINNATI

822 S4 FUEL 100LL NOTAM FILE RDU

RWY 09-27: H2460X65 (ASPH-TURF) MIRL(NSTD)

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended 1300Z†-dusk. Deer on and invof arpt. After hrs emerg call 336-288-8047. Rwy 09-27 north 25' width is asph. South 40' width is turf. Rwy 09-27 NSTD MIRL; edge lgts vary from 40'-70' from pavement south end, 8' from pavement north end. Rwy 09 trees located within 60' of paved edge left side. Rwy 09 has +60' dropoff 220' from thld. Rwy 27 has 8' dropoff 10' from thld, left and right. Rwy-09 ldg uphill. Grv access road 60' from Rwy 27 end.

COMMUNICATIONS: CTAF/UNICOM 122.8

LOC I-UGZ	APP CRS	Rwy Idg	5499
<u>111.9</u>	227°	TDZE	134
		Apt Elev	134

ILS or LOC RWY 23
GOLDSBORO-WAYNE MUNI (GWW)

T If local altimeter setting not received, use Smithfield
A NA altimeter setting and increase DA to 390 feet;
increase all MDAs 60 feet.

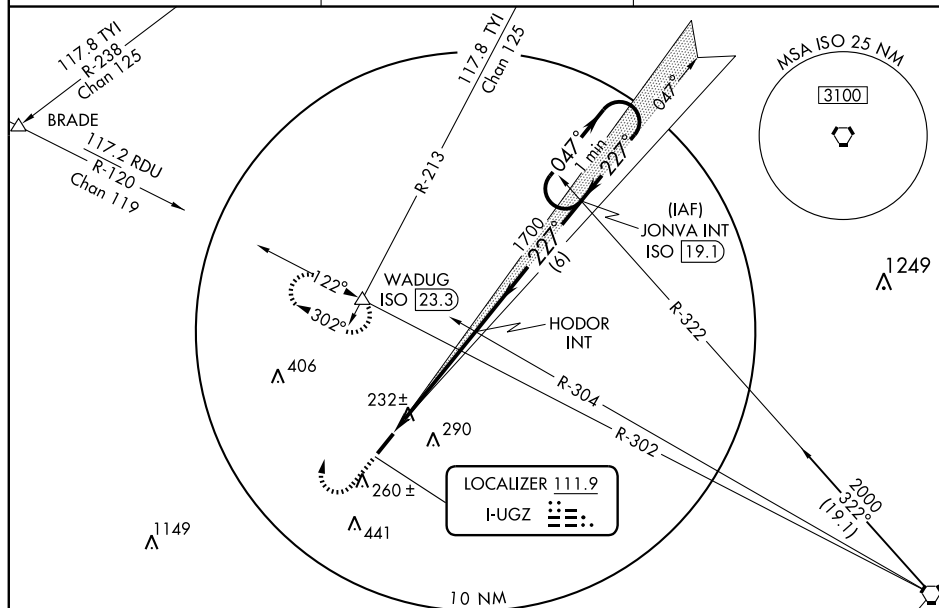
ODALS



MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 040° and ISO R-302 to WADUG INT/ISO 23.3 DME and hold.

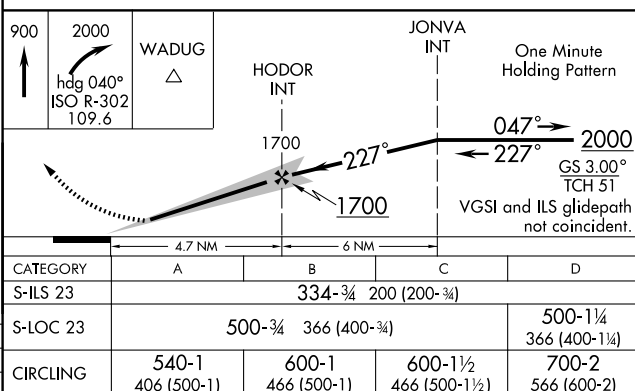
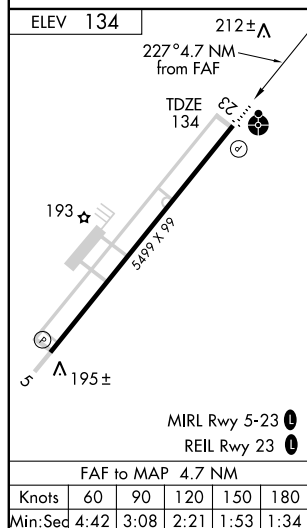
AWOS-3
118.975

SEYMOUR JOHNSON APP CON
123.7 290.9

UNICOM
122.7 (CTAF) **L**

SE-2. 26 AUG 2010 to 23 SEP 2010

RADAR or DME REQUIRED



GOLDSBORO, NORTH CAROLINA
Amdt 1A 09295

GOLDSBORO-WAYNE MUNI (GWW)
US LOG BAY 22

ILS or LOC RWY 23

35° 28' N-77° 58' W

APP CRS **062°**
 Rwy ldg **5499**
 TDZE **134**
 Apt Elev **134**

RNAV (GPS) RWY 5

GOLDSBORO-WAYNE MUNI (GWW)



DME/DME RNP-0.3 NA.

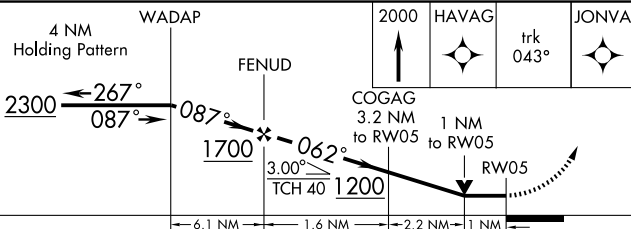
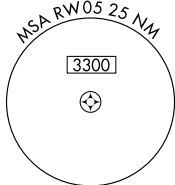
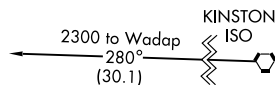
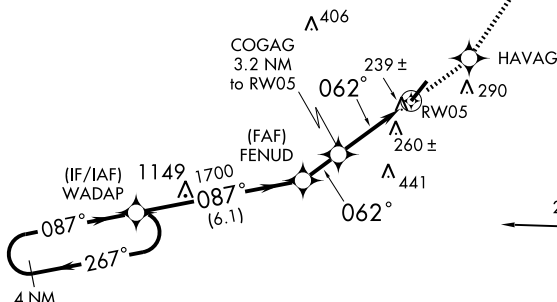
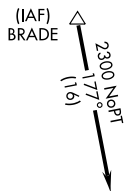
If local altimeter setting not received, use Smithfield
 altimeter setting and increase all MDAs 60 feet.
 VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2000 direct HAVAG and
 via 043° track to JONVA and hold.

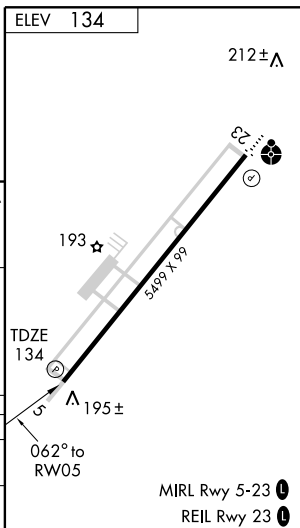
AWOS-3
118.975

SEYMOUR JOHNSON APP CON
123.7 290.9

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	500-1	366 (400-1)		500-1½ 366 (400-1½)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)



WAAS CH 70320 W23A	APP CRS 227°	Rwy Idg TDZE 134 Apt Elev 134
--	------------------------	---

RNAV (GPS) RWY 23

GOLDSBORO-WAYNE MUNI (GWW)

▼ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 510 feet; increase all MDAs 60 feet. Inoperative table does not apply to LPV.

ODALS



MISSED APPROACH: Climb to 2000 direct EYABI and right turn via 335° track to BRADE and hold.

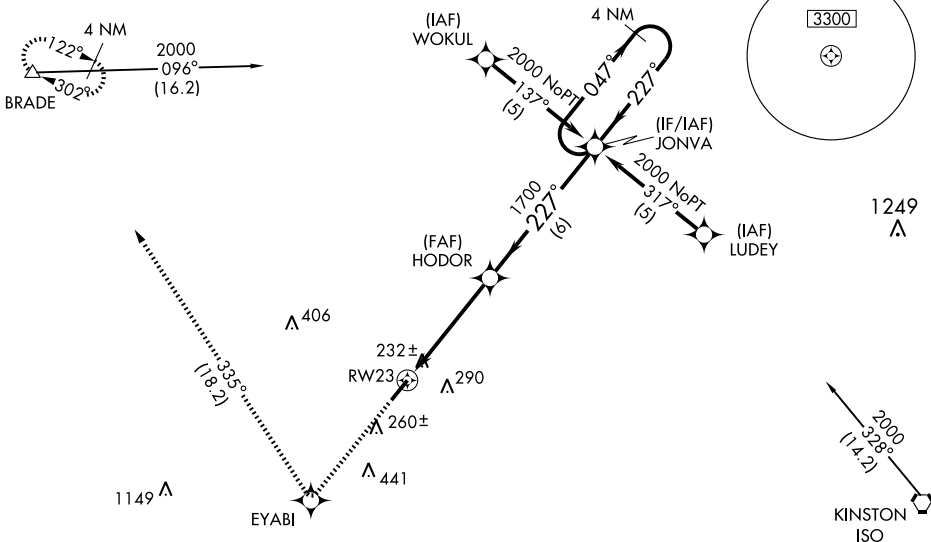
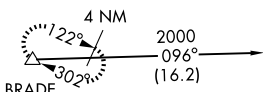
AWOS-3

118.975

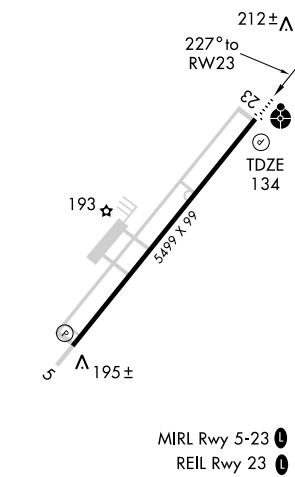
SEYMOUR JOHNSON APP CON

123.7 290.9

UNICOM

122.7 (CTAF) 0

ELEV 134



2000	EYABI	trk 335°	BRADE	4 NM Holding Pattern
VGSI and RNAV glidepath not coincident.				
HODOR				
JONVA				
227° 1700 2000				
GS 3.00° TCH 51				
4.7 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	450-1 316 (400-1)			
LNAV/VNAV DA	NA			
LNAV MDA	500-¾ 366 (400-¾)			500-¼ 366 (400-¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

VORTAC ISO 109.6 Chan 33	APP CRS 290°	Rwy Idg TDZE Apt Elev	N/A N/A 134
--	------------------------	-----------------------------	--

VOR-A
GOLDSBORO-WAYNE MUNI (GWW)

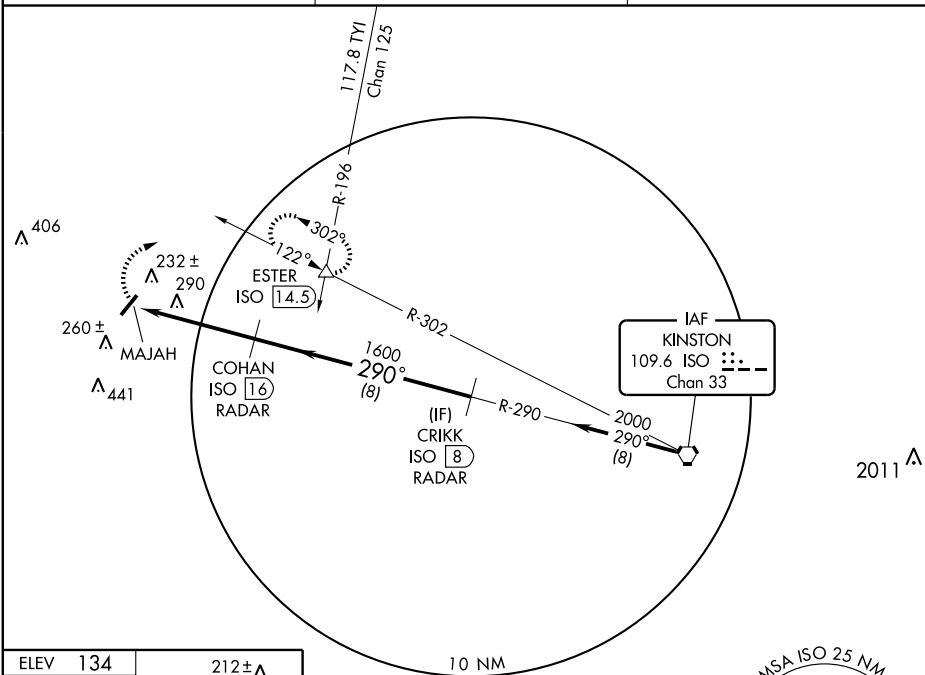
V **A** If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet.
RADAR or DME REQUIRED.

MISSED APPROACH: Climbing right turn to 2000 via heading 050° and ISO R-302 to ESTER Int and hold.

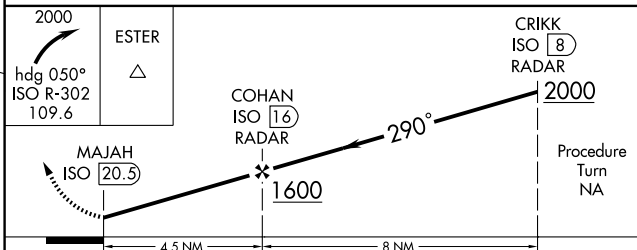
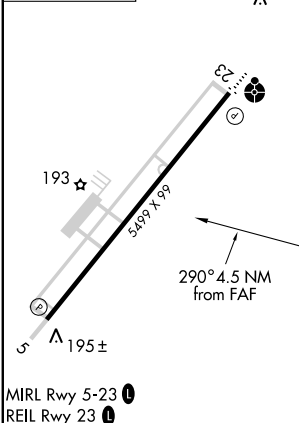
AWOS-3
118.975

SEYMOUR JOHNSON APP CON
123.7 290.9

UNICOM
122.7 (CTAF) 0



ELEV **134** 212± A



FAF to MAP 4.5 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	540-1	600-1½	600-1½	700-2
Min:Sec	4:30	3:00	2:15	1:48	1:30	406 (500-1)	466 (500-1½)	466 (500-1½)	566 (600-2)

GOLDSBORO, NORTH CAROLINA

Amdt 5 09295

GOLDSBORO-WAYNE MUNI (GWW)

35° 28' N-77° 58' W

VOR-A

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-178 (FAA)

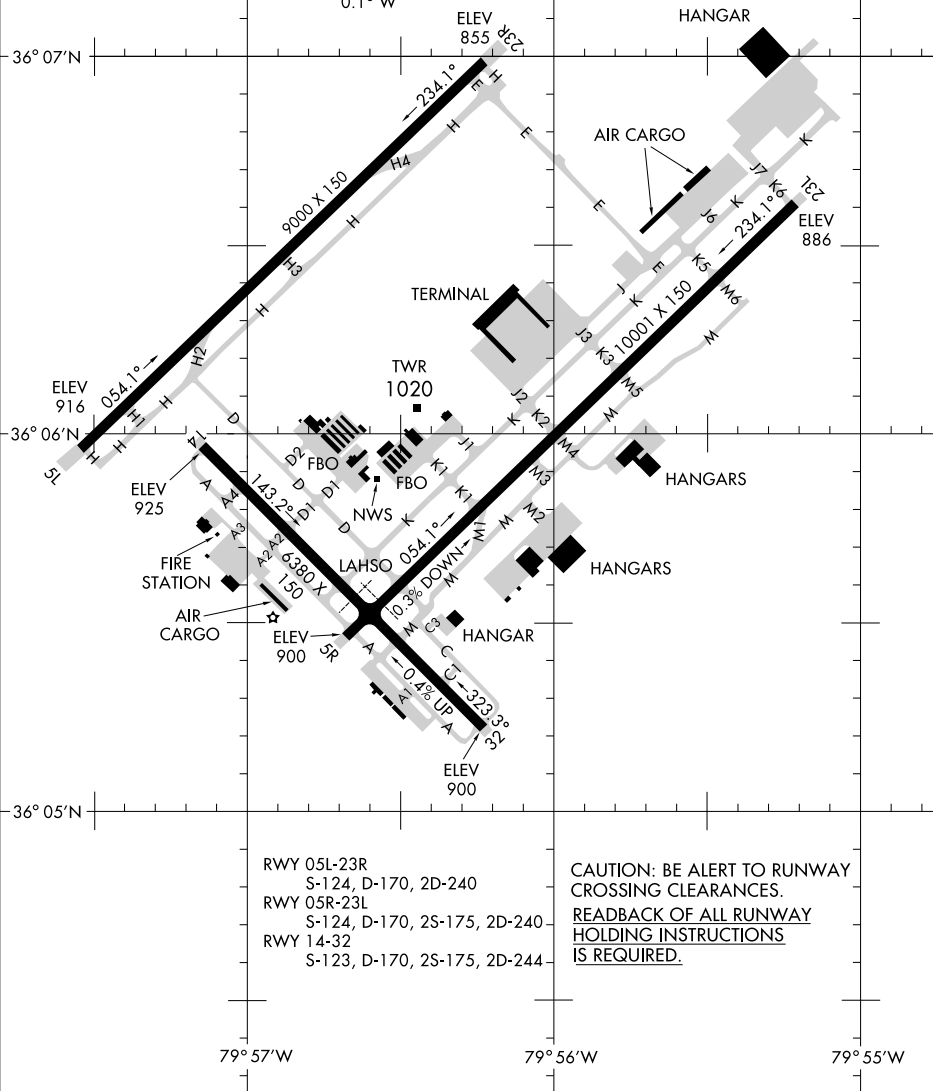
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA

ATIS
128.55
GREENSBORO TOWER
119.1 290.325
GND CON
121.9 348.6
CLNC DEL
121.75

D

FIELD
ELEV
926

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

GREENSBORO, NORTH CAROLINA
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

10210

PIEDMONT TRIAD INTL (GSO) 7 W UTC-5(-4DT) N36°06.08' W79°56.47'

926 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index C

CINCINNATI

H-9B, 12G, L-25E, 36F

IAP, AD

NOTAM FILE GSO

RWY 05R-23L: H10001X150 (ASPH-GRVD) S-124, D-170,

2S-175, 2D-240 HIRL CL

RWY 05R: MALSR. PAPI(P4R)—GA 3.0° TCH 68'. 0.3% down.

RWY 23L: ALSF2. TDZL. PAPI(P4L).

RWY 05L-23R: H9000X150 (ASPH) S-124, D-170, 2D-240

HIRL CL

RWY 05L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 78'.

RWY 23R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69'.

RWY 14-32: H6380X150 (ASPH-PFC) S-123, D-170, 2S-175,

2D-244 HIRL 0.4% up NW

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 53'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	05R-23L	3450
RWY 23L	14-32	9200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05L: TORA-9000	TODA-9000	ASDA-9000	LDA-9000
RWY 05R: TORA-10001	TODA-10001	ASDA-10001	LDA-10001
RWY 14: TORA-6380	TODA-6380	ASDA-6380	LDA-6380
RWY 23L: TORA-10001	TODA-10001	ASDA-9601	LDA-9601
RWY 23R: TORA-9000	TODA-9000	ASDA-9000	LDA-9000
RWY 32: TORA-6380	TODA-6380	ASDA-6380	LDA-6380

AIRPORT REMARKS: Attended continuously. Acft with wingspan greater than 171' are restricted from using Twy E. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (336) 393-0168. HIWAS 116.2 GSO. WSP.

COMMUNICATIONS: D-ATIS 128.55 UNICOM 122.95

Ⓡ **GREENSBORO APP/DEP CON** 124.35 (250°-049°) 118.5 (050°-249°)

TOWER 119.1 **GND CON** 121.9 **CLNC DEL** 121.75

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74' W79°58.58' 030° 3.7 NM to fld. 879/03W. HIWAS.

MARKY NDB (LOM) 254 GS N36°10.02' W80°02.14' 139° 6.0 NM to fld. Unmonitored.

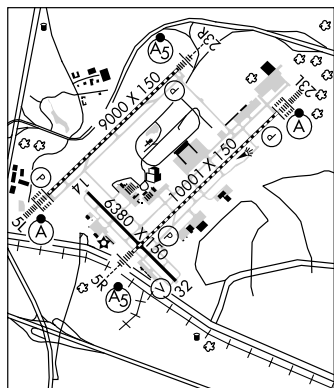
ILS 109.9 I-GSO Rwy 14. LOM MARKY NDB. LOM unmonitored. MM OTS indef.

ILS 109.3 I-HIH Rwy 23L. Class IIE.

ILS/DME 111.9 I-LZY Chan 56 Rwy 05R. Class IA. LOC unusable byd 30° left and right of course.

ILS/DME 109.55 I-LLG Chan 32(Y) Rwy 05L.

ILS/DME 109.55 I-IDB Chan 32(Y) Rwy 23R.



SOUTHEAST GREENSBORO (3A4) 8 SE UTC-5(-4DT) N35°56.52' W79°41.13'

737 S4 NOTAM FILE RDU

RWY 17-35: H3063X30 (ASPH) S-8 MIRL

RWY 17: Trees. **RWY 35:** Trees.

AIRPORT REMARKS: Attended 1200-2200Z±. Parachute Jumping.

Practice ldg on Rwy 35 not permitted. Rwy 17 uphill ldg preferred.

Emergency ctc number 336-420-3776. Rwy 17-35 lights OTS indef.

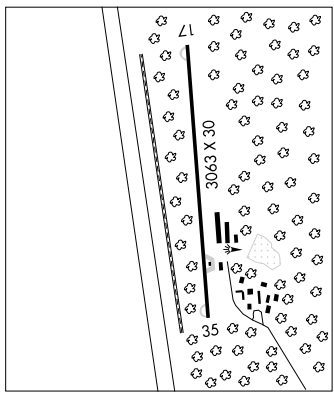
COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

LIBERTY (L) VORTAC 113.0 LIB Chan 77 N35°48.70' W79°36.76' 339° 8.6 NM to fld. 830/03W.

CHARLOTTE

L-25E, 36F



BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS

128.55

WINSTON-SALEM ATIS

121.3

GREENSBORO APP CON

124.35 269.225 (250°-049°)

118.5 327.075 (050°-249°)

SMITH
REYNOLDSPIEDMONT TRIAD
INTL

RALEIGH-DURHAM

117.2 RDU

Chan 119

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'

R-152
33°23'
3700
(35)

BLOCC

N35°32.93' - W79°36.56'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at
11,000 and 250K.

VACUM
N35°27.93'
W79°36.24'

11,000
360°
(15)

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93' - W79°35.28'

R-225
(35)

R-5311 A, B, C

TENNI
N34°46.90' - W80°03.81'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL210.

11,000
043°
(7-4)

R-332

FLORENCE
115.2 FLO
Chan 99

COLUMBIA
114.7 CAE
Chan 94
N33°51.44' - W81°03.23'
L-24, H-9-12

NOTE: DME Required.

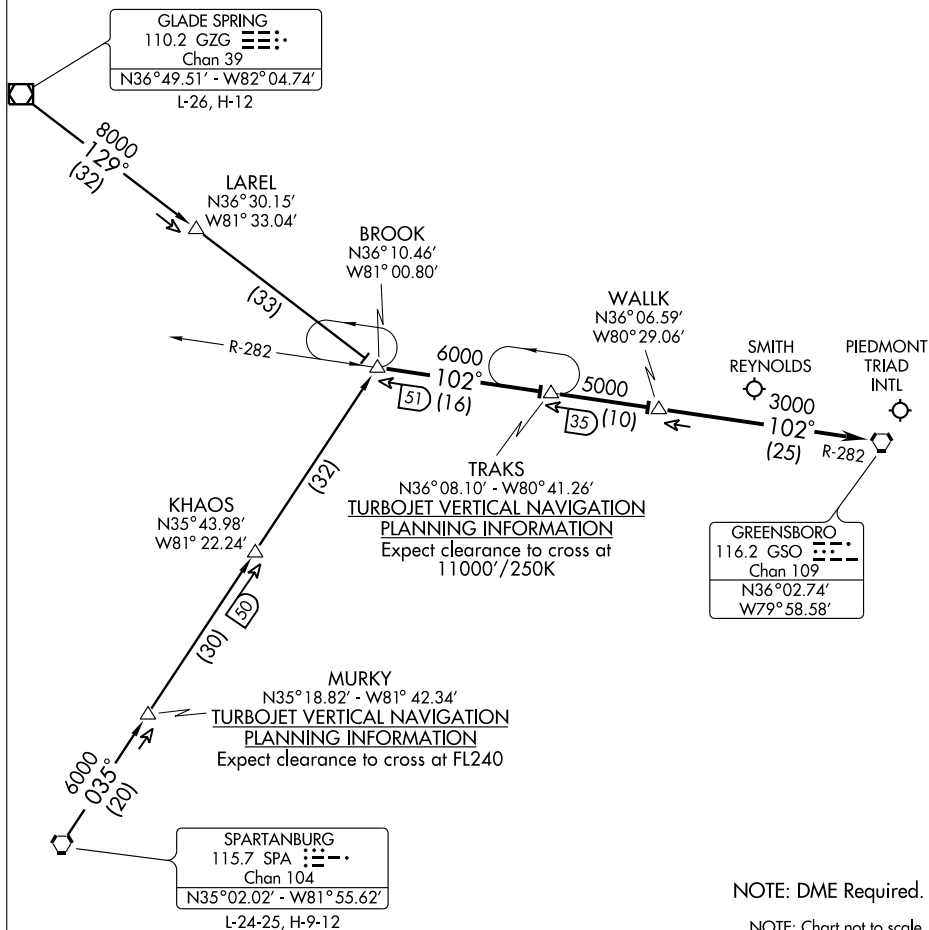
NOTE: Chart not to scale.

COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .
. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS
128.55
WINSTON-SALEM ATIS
121.3
GREENSBORO APP CON
124.35 269.225 (250°-049°)
118.5 327.075 (050°- 249°)



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS

128.55


WINSTON-SALEM ATIS


121.3

GREENSBORO APP CON

124.35 269.225 (250°-049°)

118.5 327.075 (050°-249°)

ROANOKE
109.4 ROA 
Chan 31
N37°20.61' - W80°04.23'
L-26, H-10-12

LYNCHBURG
109.2 LYH 
Chan 29
N37°15.28' - W79°14.19'
L-26-36, H-10-12



MAA FL310

MAA FL310
4000
*4000
235°
(50)181°
(37)

11 NM


HENBY

N36°43.17' - W80°01.49'
Turbojets expect clearance
to cross at 12,000'.

180°
(40)SMITH
REYNOLDS PIEDMONT
TRIAD
INTL 

R-360



GREENSBORO
116.2 GSO 
Chan 109
N36°02.74' - W79°58.58'

NOTE: DME Required.

NOTE: Chart not to scale.

LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . .

. . . From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

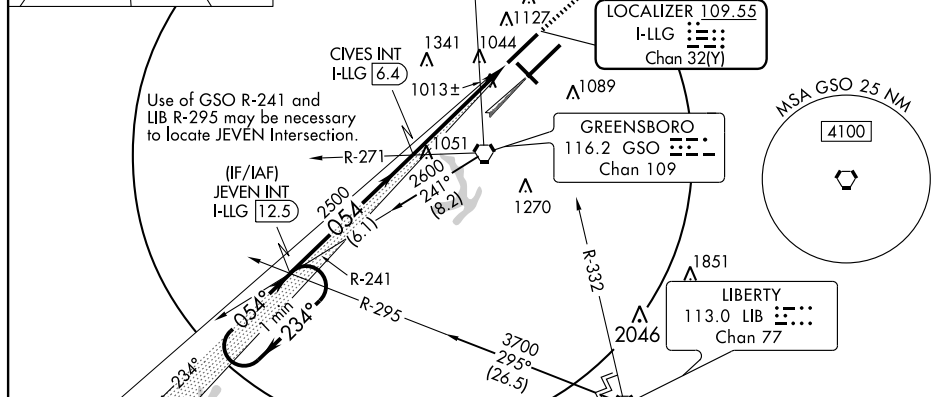
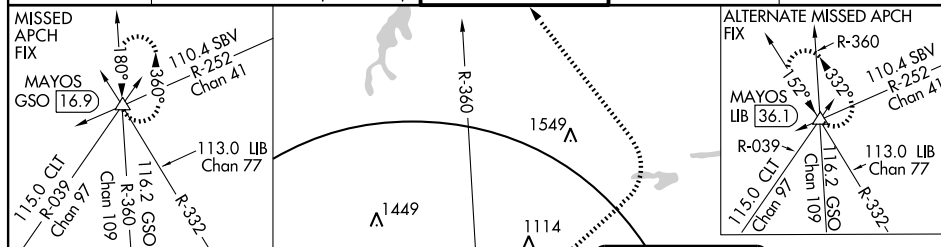
GREENSBORO, NORTH CAROLINA

LOC/DME I-LLG 109.55 Chan 32 (Y)	APP CRS 054°	Rwy Idg TDZE Apt Elev 9000 917 926
--	------------------------	--

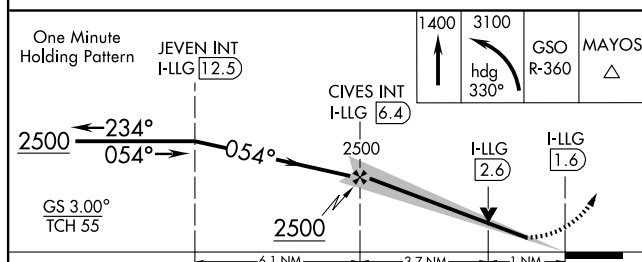
ILS or LOC RWY 5L

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

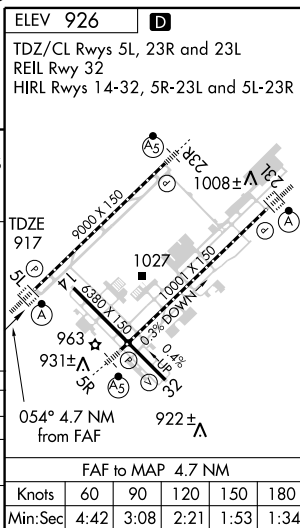
ATIS 128.55	GREENSBORO APP CON 124.35 269.225 118.5 327.075 (250°-049°) (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	---	--	-------------------------------	---------------------------



DME or RADAR required for procedure entry at LIB VORTAC.



CATEGORY	A	B	C	D
S-ILS 5L	1117/18 200 (200-½)			
S-LOC 5L	1280/24 363 (400-½)			1280/40 363 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)



GREENSBORO, NORTH CAROLINA

Orig 22OCT09

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

36°06'N-79°56'W

ILS or LOC RWY 5L

SE-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LZY 111.9 Chan 56	APP CRS 054°	Rwy Idg TDZE Apt Elev	10001 900 926
---	------------------------	-----------------------------	--

ILS or LOC RWY 5R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)



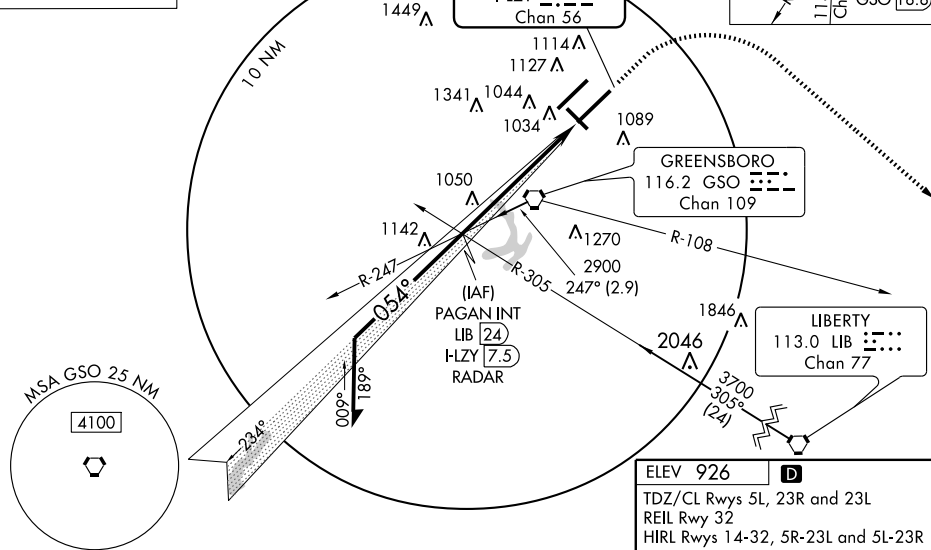
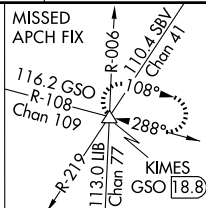
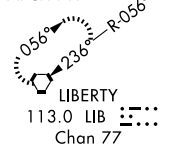
* RVR 1800 assumed with the use of FD or AP or HUD to DA.



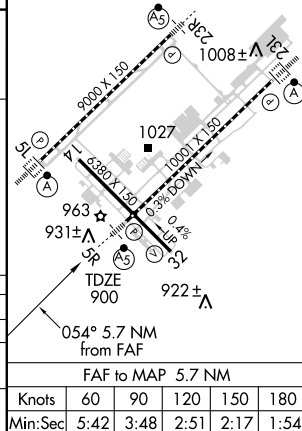
MISSSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	---	--	-------------------------------	---------------------------

ALTERNATE MISSED
APCH FIX



ELEV 926 D		TDZ/CL Rwy 5L, 23R and 32L	
REIL Rwy 32		HIRL Rwy 14-32, 5R-23L and 5L-23R	
Remain within 10 NM		VGS and ILS glidepath not coincident.	
PAGAN INT LIB 24 I-LZY 7.5 RADAR		1600 3000 GSO KIMES ↑ hdg R-108 △	
2900 234°		I-LZY 2.8 I-LZY 1.8	
054°		4.7 NM 1 NM	
GS 3.00° TCH 53		2800	
CATEGORY	A	B	C
S-ILS 5R	*1100/24 200 (200-½)		
S-LOC 5R	1300/24 400 (400-½)		
CIRCLING	1440-1 514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)



LOC I-GSO	APP CRS	Rwy Idg	6380
<u>109.9</u>	141°	TDZE	926
		Apt Elev	926

ILS or LOC RWY 14

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

T ADF or Radar Required.

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE INT and hold.

ATIS
128-55

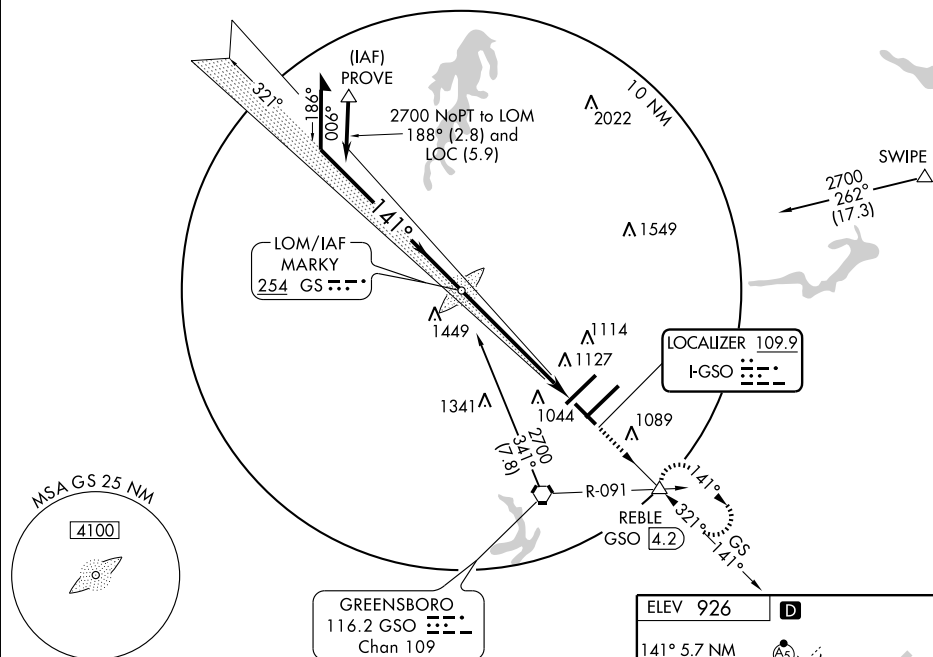
GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

GREENSBORO TOWER
119-1 290-325

GND CON
121.9 348.6

CLNC DEL
121-75

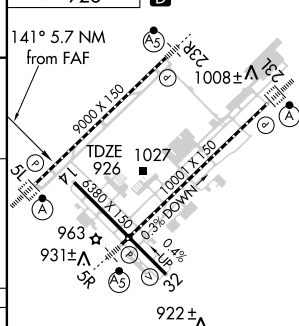
Λ
3089



Remain
within 10 NM

3000 ↑ GS 141°	REBLE △
----------------------	------------

ELEV 926



TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32

HIRL Rwy 14-32, 5R-23L and 5L-23R

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

GREENSBORO, NORTH CAROLINA

Amdt 18B 11MAR10

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

36° 06'N-79° 56'W

ILS or LOC RWY 14

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	926

ILS or LOC RWY 23L

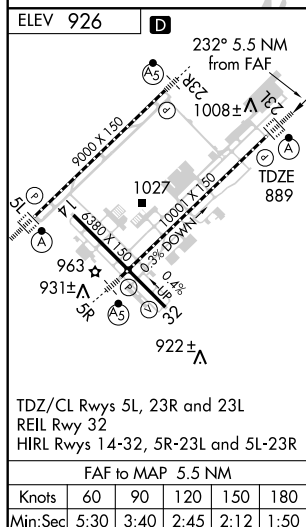
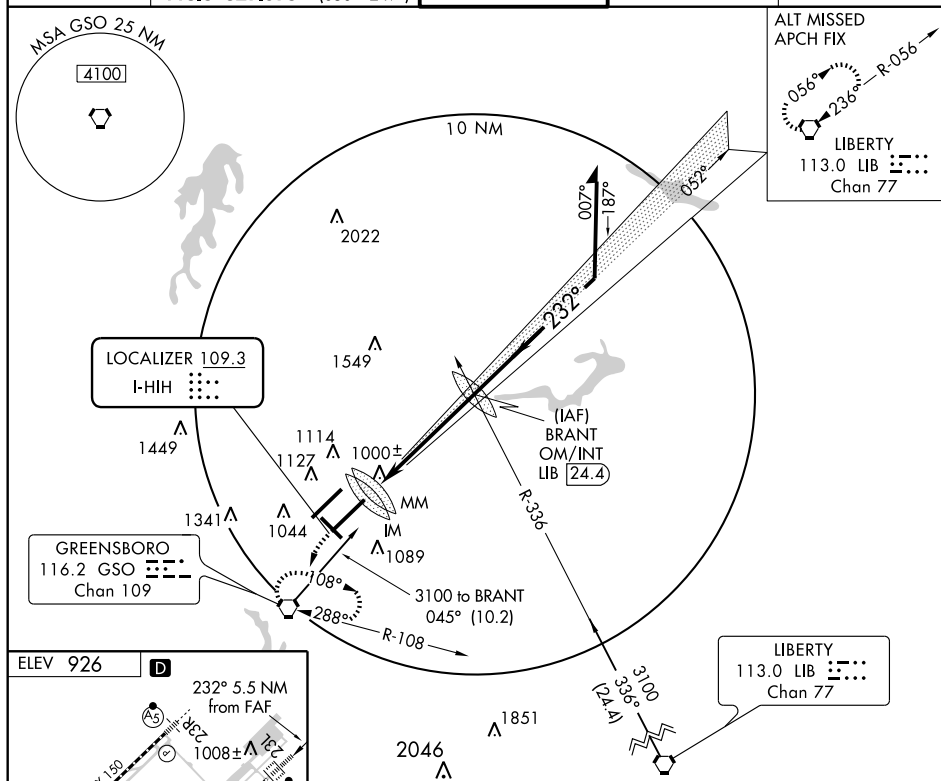
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75

ALSF-2



MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.



GREENSBORO, NORTH CAROLINA

Amdt 9A 11MARIO

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

36° 06' N-79° 56' W

ILS or LOC RWY 23L

SE-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-DB	APP CRS	Rwy Idg	9000
109.55	234°	TDZE	856
Chan 32 (Y)		Apt Elev	926

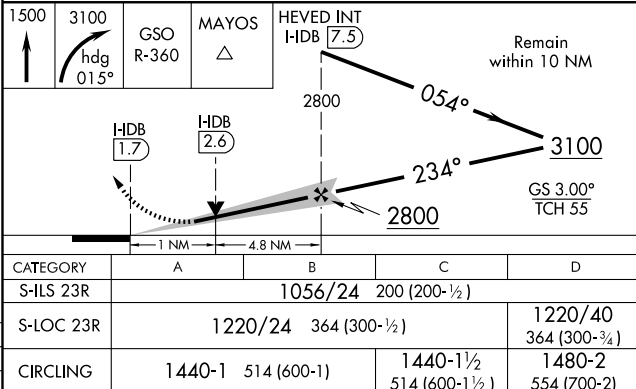
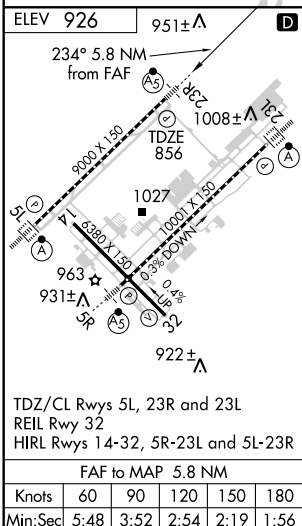
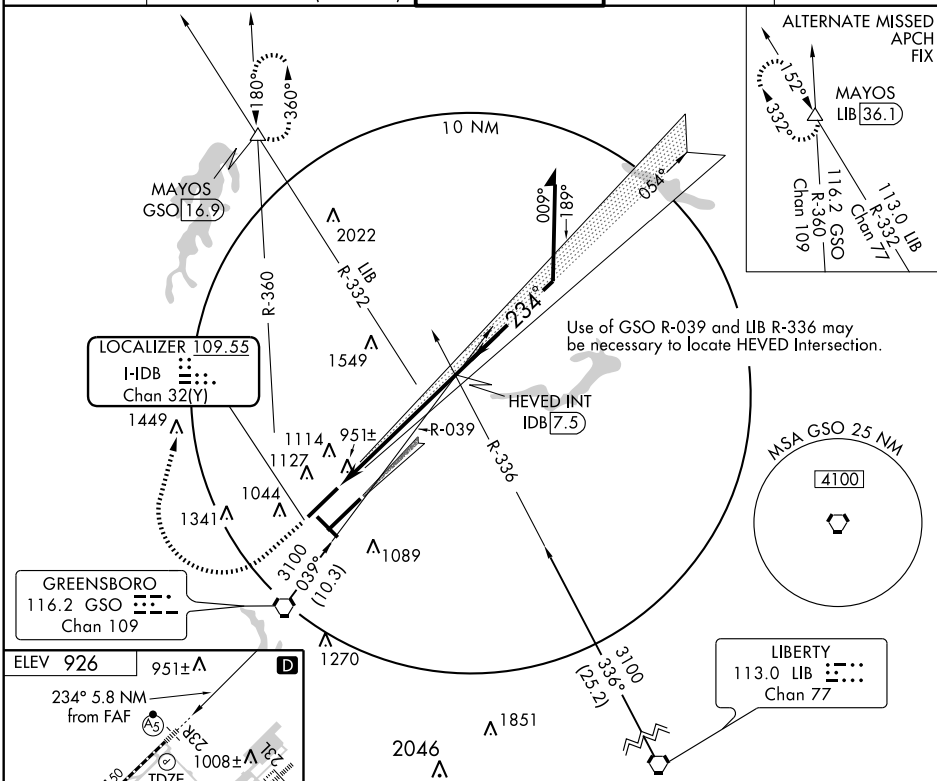
ILS or LOC RWY 23R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75



MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 via heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.





GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

CLNC DEL
121.75

LOCALIZER 109.55
I-LLG ::::
Chan 32(Y)

GREENSBORO
16.2 GSO 
Chan 109

LIBERTY
113.0 LIB 
Chan 77

DME or RADAR required for procedure entry at LIB VORTAC.

1400 ↑	3100 hdg 330°	GSO R-360	MAYOS △
-----------	---------------------	--------------	------------

Diagram illustrating the relationship between DH (Design Height) and RA 113 (Return Period 113 years) for a 917MSL (Mean Sea Level).

RA 113/12 100 DA 1017

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

D



7

1000

Model



40

10

34

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

36°06'N-79°56'W

ILS RWY 5L (CAT II)

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

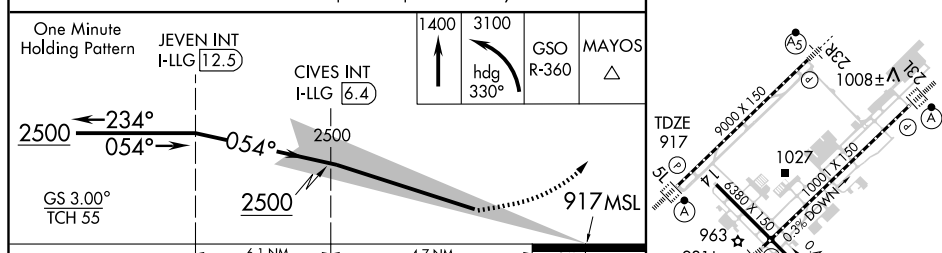
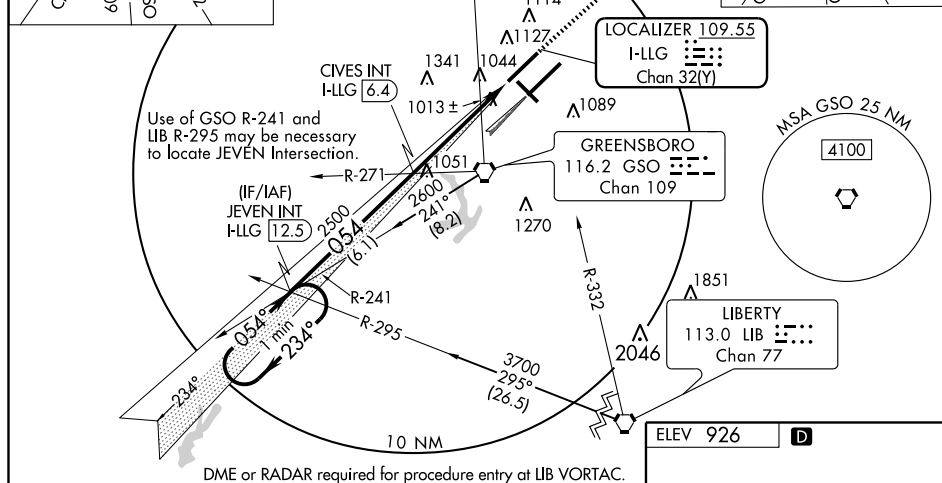
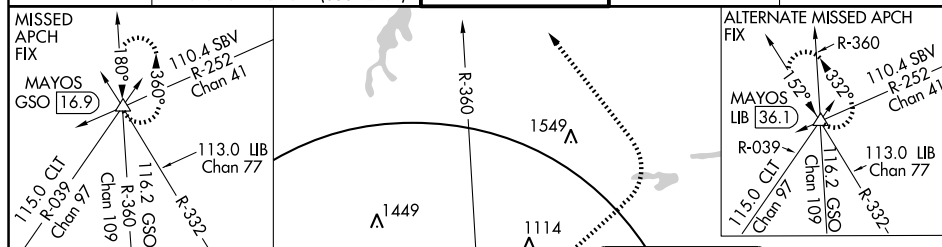
LOC/DME I-LLG 109.55 Chan 32 (Y)	APP CRS 054°	Rwy Idg TDZE Apt Elev 917 926	9000 917 926
--	------------------------	---	---

ILS RWY 5L (CAT III)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

	ALSF-2 	MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.
--	------------	--

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	---	--	-------------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS-05L			CAT IIIa RVR 07	
S-ILS-05L			CAT IIIb RVR 06	
S-ILS-05L			CAT IIIc NA	

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R

LOC/DME I-LZY 111.9 Chgn 56	APP CRS 054°	Rwy Idg 10001 TDZE 900 Apt Elev 926
---	------------------------	--

ILS RWY 5R (CAT II)
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

T * RVR 1800 authorized with the use of FD or AP or HUD to DA.
Procedure does not meet ICAO standard for ALSF/TDZ/CL
lighting systems. Authorization to conduct this approach requires
specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

ATIS
128 55

GREENSBORO APP CON
124.35 269.225 (250°-049°)
118.5 327.075 (050°-249°)

GREENSBORO TOWER
119.1 290.325

GND CON
121.9 348.6

CLNC DEL
121.75

ALTERNATE MISSED
APCH FIX


LIBERTY
113.0 LIB
Chan 77


MISSED	
APCH FIX	

LOCALIZER 111.9

I-LZY $\begin{array}{ccc} \cdot & \cdot & \\ \equiv & : & - \\ & \cdot & \end{array}$

Chgn 56

GREENSBORO
116.2 GSO 

LIBERTY
3.0 LIB 
Chan 77

MSA GSO 25 NM

4100

PAGAN INT
LIB 24
I-LZY 7.5
RADAR

Remain
within 10 NM

2900

GS 3.00
TCH 53

VGSI and ILS glidepath not coincident

2800

DH
A 122

MSL

CATEGORY

A

B

C

D

S-11S 5R

RA 122/12 100 DA 1000

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and

GREENSBORO NORTH CAROLINA

Amdt 7 22OCT09

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

36° 06' N-79° 56' W

ILS RWY 5R (CAT II)

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2 26 AUG 2010 to 23 SEP 2010

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	926

ILS RWY 23L (CAT II)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

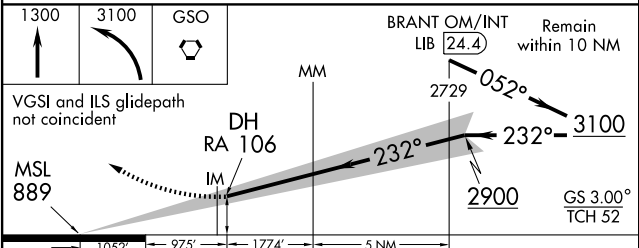
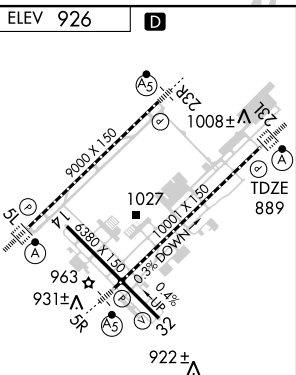
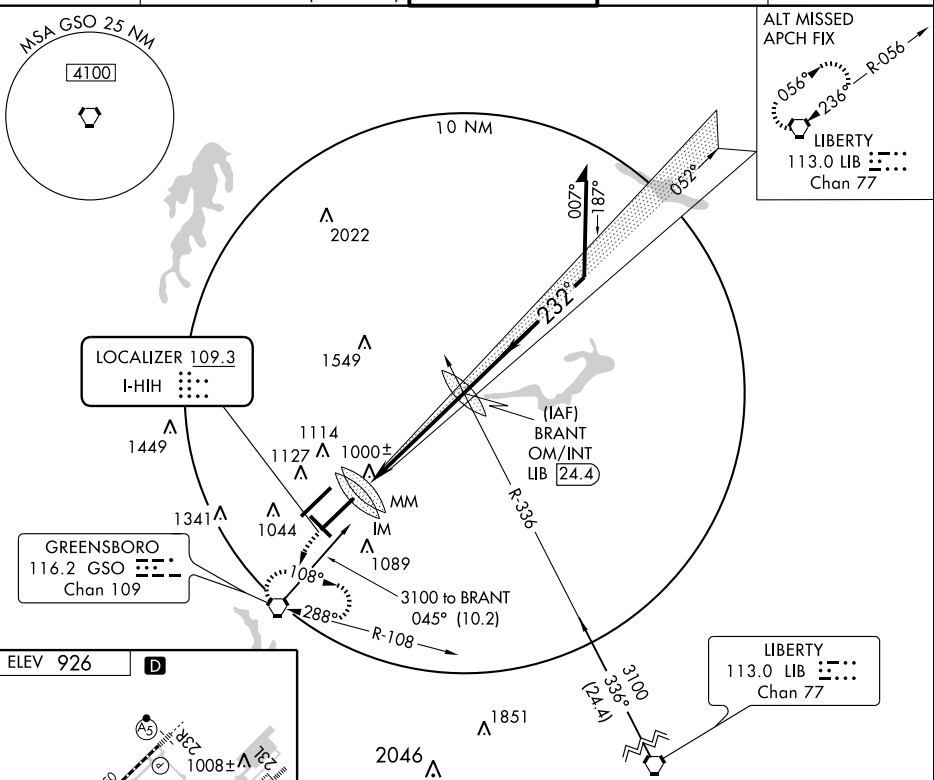


ALSF-2



MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	---	--	-------------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS 23L	RA 106/12	100	DA 989	

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOM GS 254	APP CRS 141°	Rwy Idg TDZE Apt Elev	6380 926 926
----------------------	------------------------	-----------------------------	---

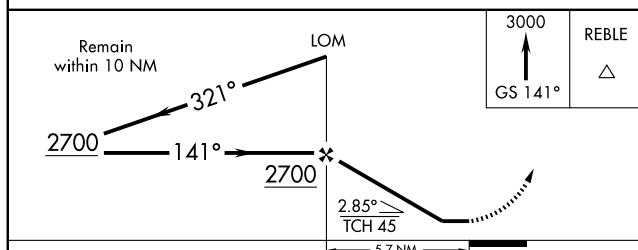
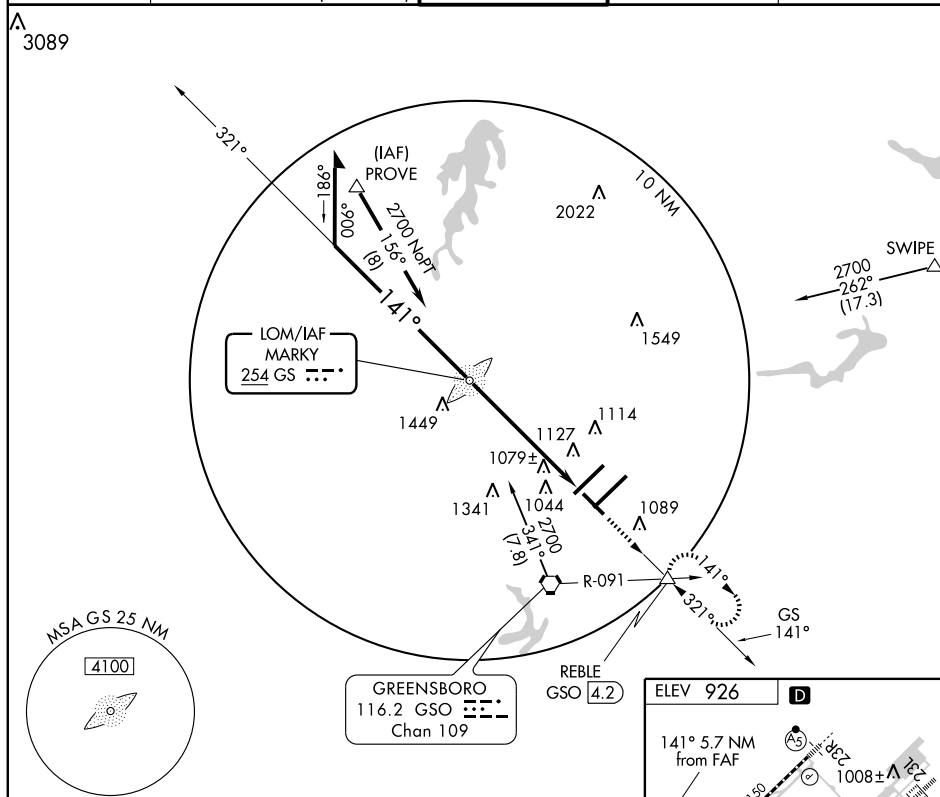
NDB RWY 14

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

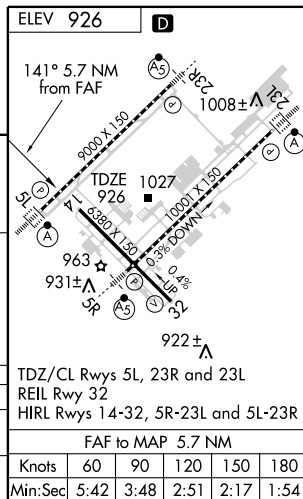


MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE INT and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	---	--	-------------------------------	---------------------------



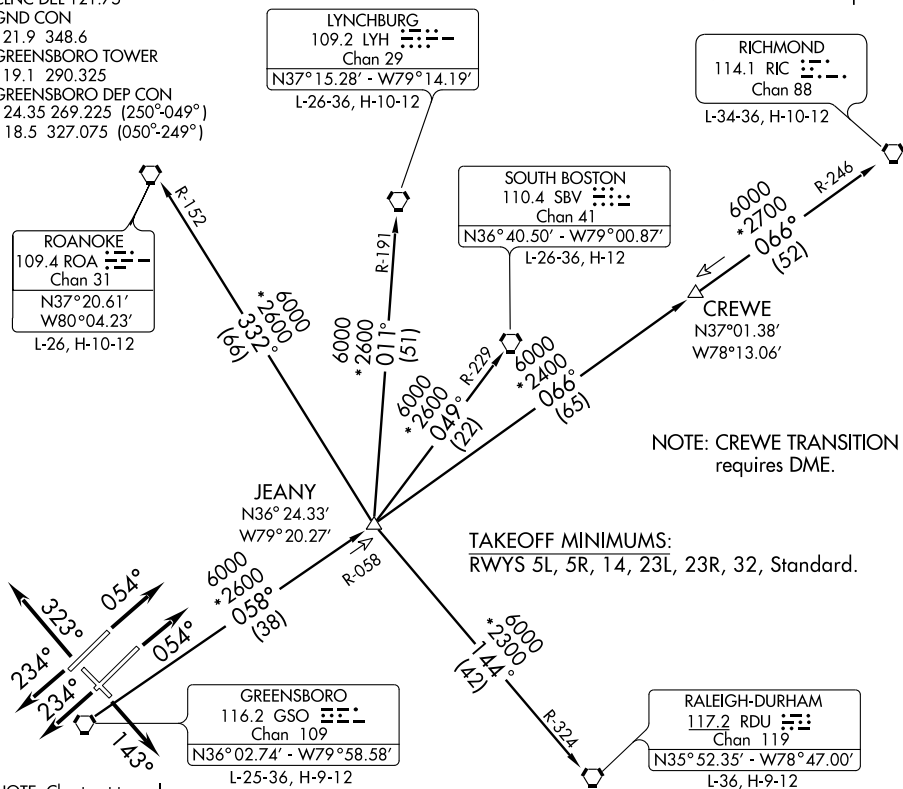
CATEGORY	A	B	C	D
S-14	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1440-1¾ 514 (600-1¾)
CIRCLING	1440-1 514 (600-1)	1480-1 554 (600-1)	1480-1½ 554 (600-1½)	1480-2 554 (600-2)



QUAKER THREE DEPARTURE

ATIS 128.55
CLNC DEL 121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325
GREENSBORO DEP CON
124.35 269.225 (250°-049°)
118.5 327.075 (050°-249°)

NOTE: Radar required.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....
TAKEOFF RWY 5L: Climb heading 054°. Thence....
TAKEOFF RWY 14: Climb heading 143°. Thence....
TAKEOFF RWY 23L: Climb heading 234°. Thence....
TAKEOFF RWY 23R: Climb heading 234°. Thence....
TAKEOFF RWY 32: Climb heading 323°. Thence....

TURBOJET: Maintain 5000. TURBOPROP/PROP: Maintain 3000 or assigned altitude.

... Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.



DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL.

Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.

RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.

RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.

RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.

Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.

RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL.

RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL.

WAAS CH 86515 W05B	APP CRS 054°	Rwy Idg TDZE Apt Elev 9000 917 926
--	------------------------	--

RNAV (GPS) RWY 5L

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

▼ For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA

ALSF-2



MISSED APPROACH: Climb to
2800 direct TUPUE and hold.

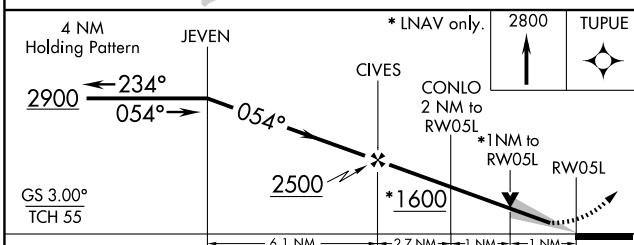
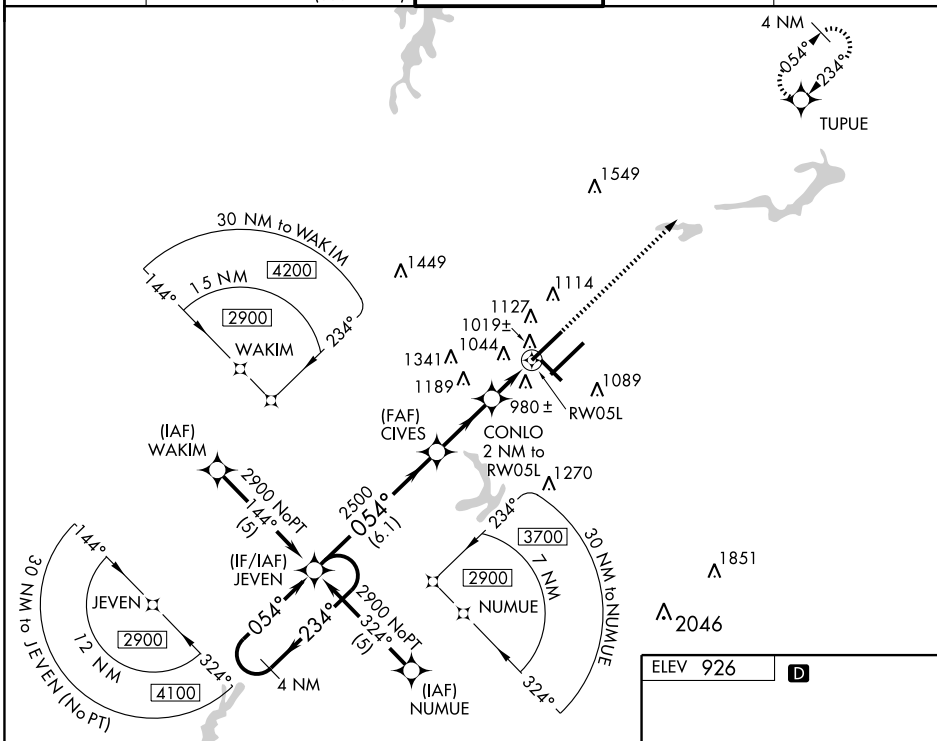
ATIS
128.55

GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

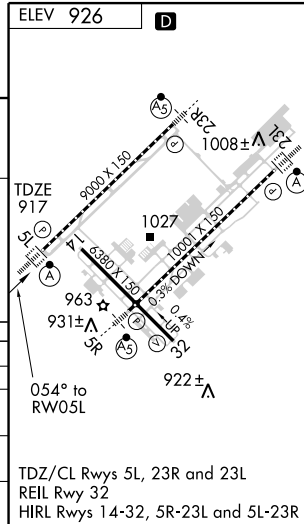
GREENSBORO TOWER
119.1 290.325

GND CON
121.9 348.6

CLNC DEL
121.75



CATEGORY	A	B	C	D
LPV DA		1117/24	200 (200-½)	
LNAV/VNAV DA		1367/50	450 (500-1)	
LNAV MDA		1300/24	383 (400-½)	1300/50
				383 (400-1)
CIRCLING	1440-1	514 (600-1)	1440-1½	1480-2
			514 (600-1½)	554 (600-2)



WAAS
CH **53610**
W05A

APP CRS
052°

Rwy Idg **10001**
TDZE **900**
Apt Elev **926**

RNAV (GPS) RWY 5R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

▼ For inoperative MALS, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH: Climb
to 3200 direct JELEB and hold.

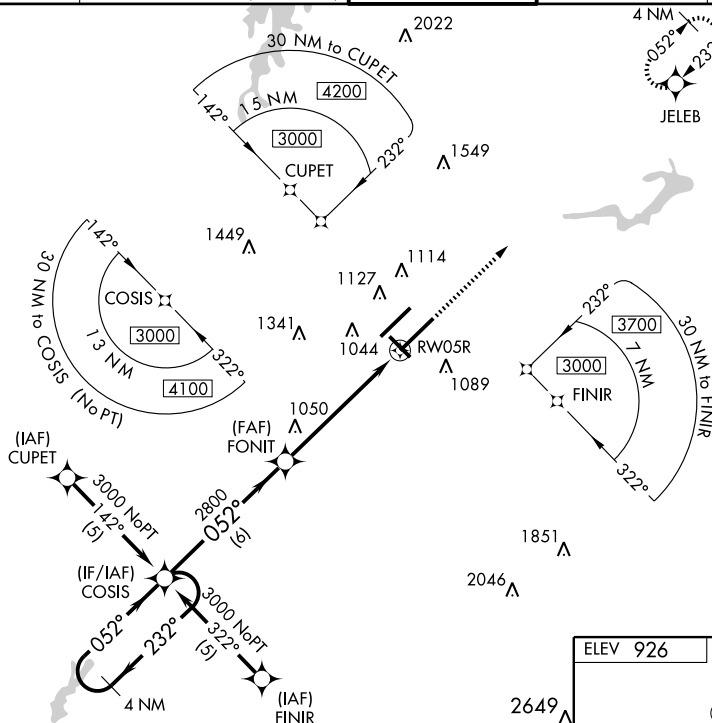
ATIS
128.55

GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

GREENSBORO TOWER
119.1 290.325

GND CON
121.9 348.6

CLNC DEL
121.75



4 NM Holding Pattern COSIS

3000

232°

052°

052°

2800

FONIT

2800

GS 3.00°
TCH 53

6 NM

4.6 NM

1.1 NM

CATEGORY

A

B

C

D

LPV DA

1100/24

200

(200-1/2)

LNAV/VNAV DA

1321/50

421

(400-1)

LNAV MDA

1300/24

400

(400-1/2)

1300/50

400

(400-1)

CIRCLING

1440-1

514

(600-1)

1440-1 1/2

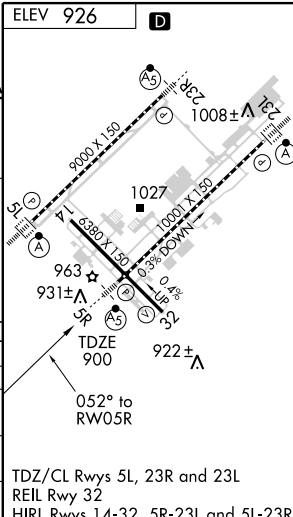
514

(600-1 1/2)

1480-2

554

(600-2)



TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R

APP CRS **141°**
Rwy Idg **6380**
TDZE **926**
Apt Elev **926**

RNAV (GPS) RWY 14

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV NA when using Winston-Salem altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Winston-Salem altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct IRKUW and hold.

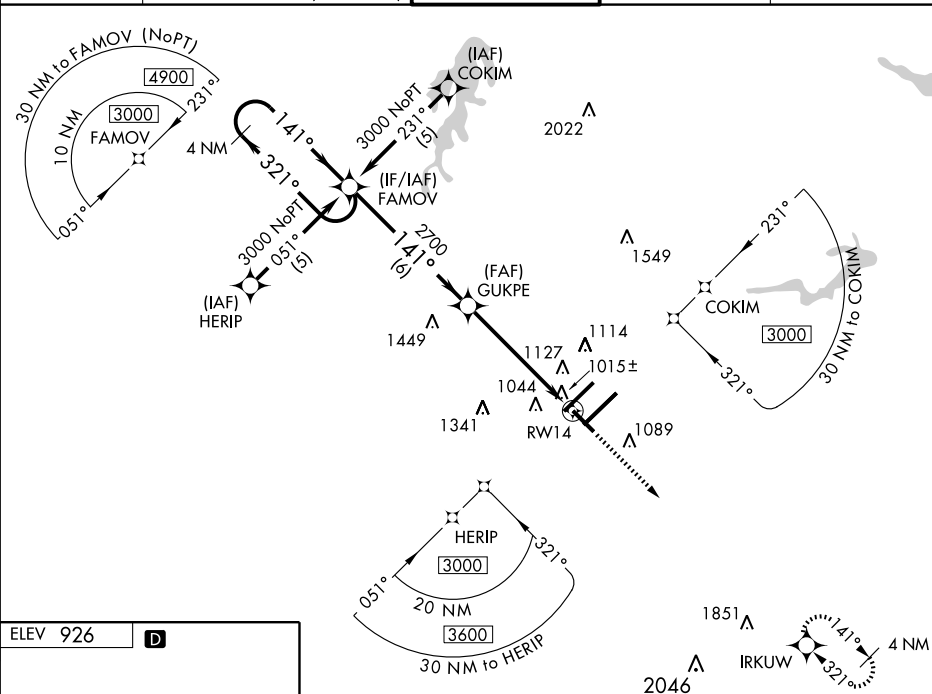
ATIS
128.55

GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

GREENSBORO TOWER
119.1 290.325

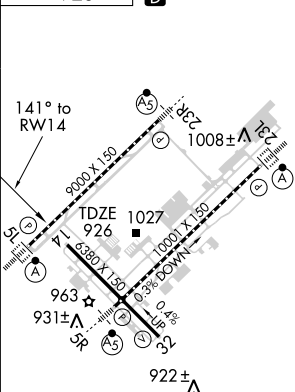
GND CON
121.9 348.6

CLNC DEL
121.75

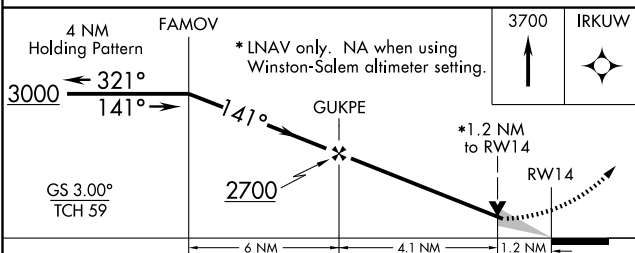


ELEV 926

D



TDZ/CL Rws 5L, 23R and 23L
REIL Rwy 32
HIRL Rws 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1320-1¼ 394 (400-1¼)			
LNAV MDA	1360-1	434 (500-1)	1360-1¼ 434 (500-1¼)	1360-1½ 434 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

WAAS CH 97710 W23A	APP CRS 232°	Rwy Idg TDZE Apt Elev	9601 889 926
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23L

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)



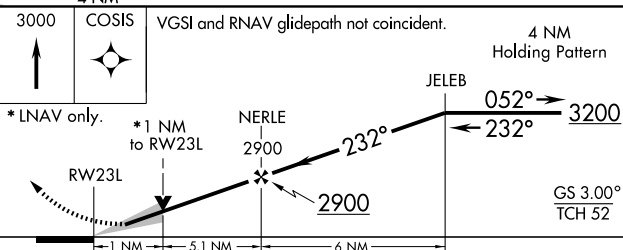
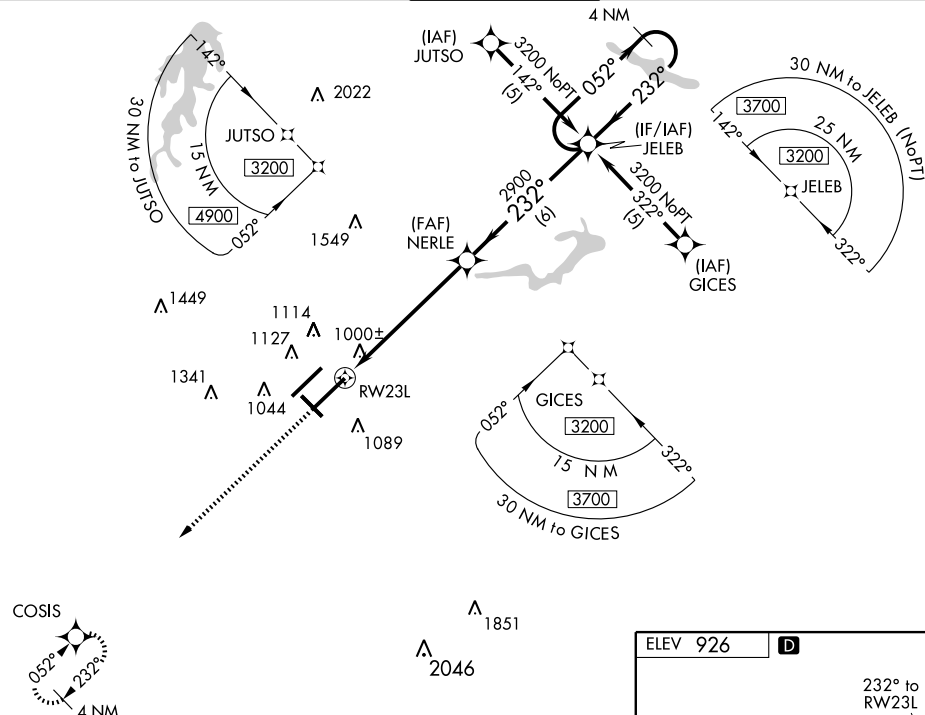
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

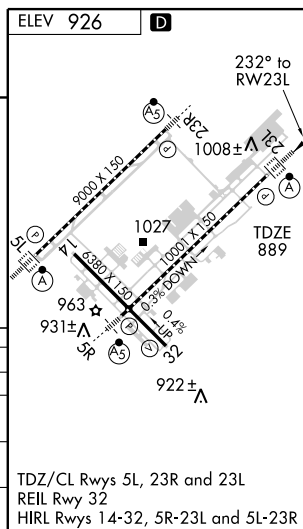


MISSED APPROACH: Climb to
3000 direct COSIS and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 118.5 327.075 (250° -049°) (050° -249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	--	--	-------------------------------	---------------------------



CATEGORY	A	B	C	D
LPV DA	1089/24	200 (200-½)		
LNAV/VNAV DA	1276/40	387 (400-¾)		
LNAV MDA	1260/24	371 (400-½)	1260/50	371 (400-1)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)



WAAS CH 90315 W23B	APP CRS 234°	Rwy Idg TDZE 856 Apt Elev 926
--	------------------------	---

RNAV (GPS) RWY 23R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)



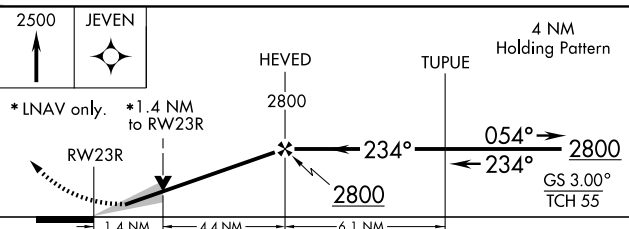
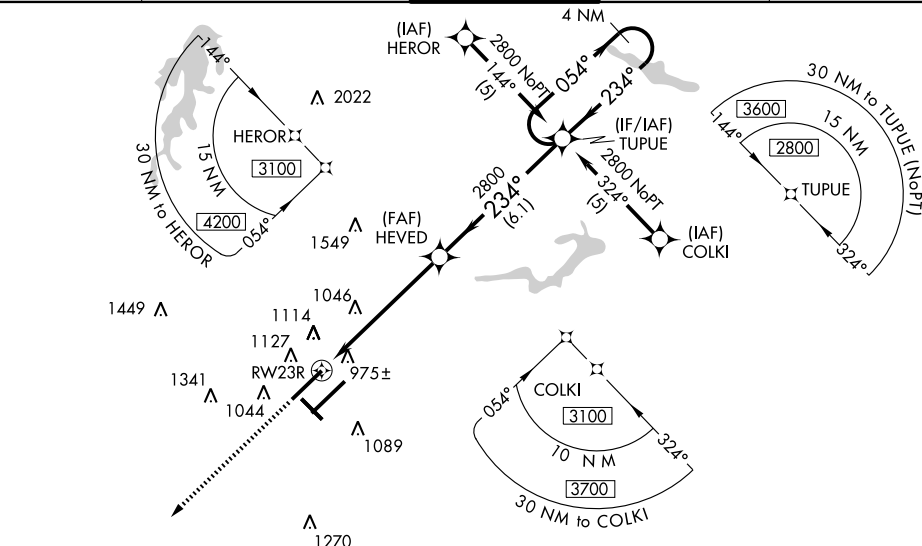
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MALSR

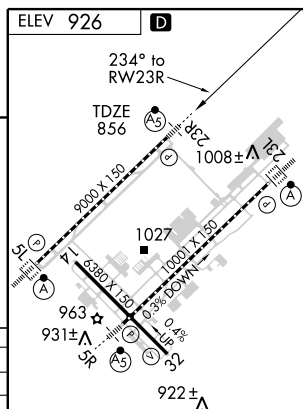


MISSED APPROACH: Climb to 2500
direct JEVN and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 118.5 327.075 (250°-049°) (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
-----------------------	--	--	-------------------------------	---------------------------



CATEGORY	A	B	C	D
LPV DA		1056/24	200 (200-1/2)	
LNAV/VNAV DA		1405-1 1/2	549 (500-1 1/2)	
LNAV MDA	1340/24	484 (500-1/2)	1340/40 484 (500-3/4)	1340/50 484 (500-1)
CIRCLING	1440-1	514 (600-1)	1440-1 1/2 514 (600-1 1/2)	1480-2 554 (600-2)



TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R

APP CRS **321°**
Rwy Idg **6380**
TDZE **902**
Apt Elev **926**

RNAV (GPS) RWY 32

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Winston-Salem altimeter setting and increase all MDAs 40 feet.
▲ VDP NA when using Winston-Salem altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAMOV and hold.

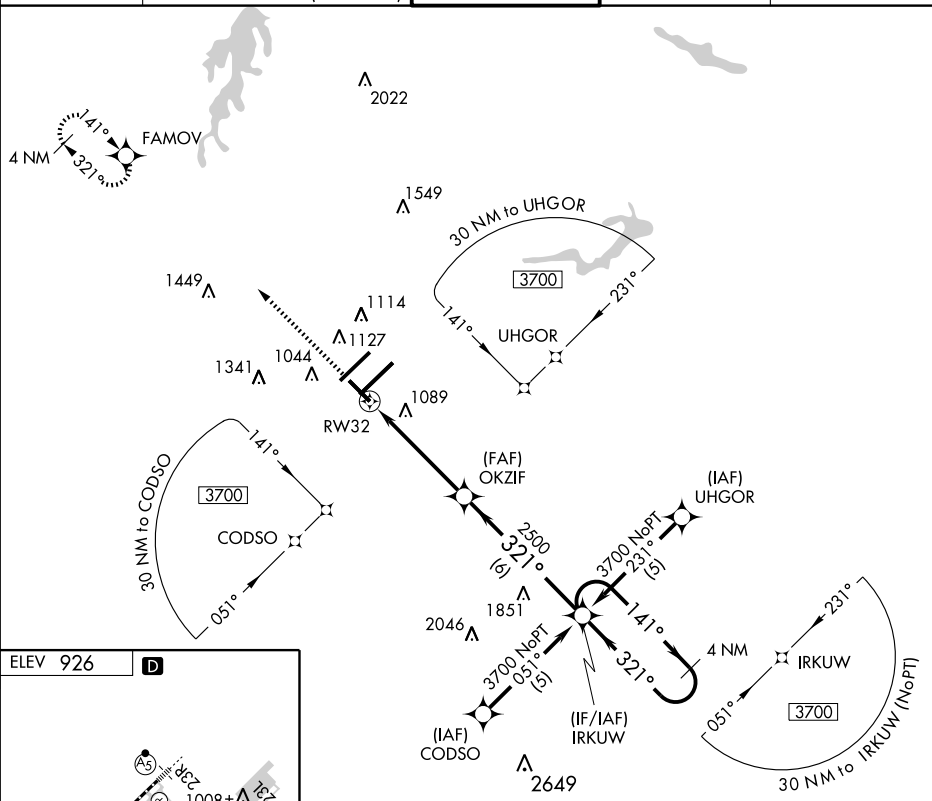
ATIS
128.55

GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

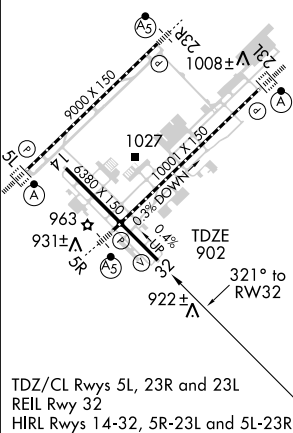
GREENSBORO TOWER
119.1 290.325

GND CON
121.9 348.6

CLNC DEL
121.75

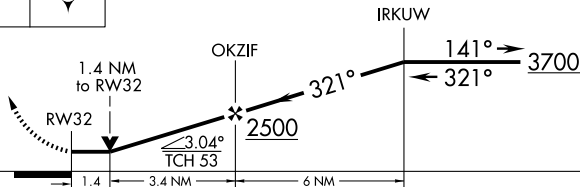


ELEV 926



TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R

3000 FAMOV



CATEGORY	A	B	C	D
LNVA MDA	1400-1 498 (500-1)	1400-1 498 (500-1 1/4)	1400-1 498 (500-1 1/4)	1400-1 498 (500-1 1/2)
CIRCLING	1440-1 514 (600-1)	1440-1 514 (600-1 1/2)	1440-1 514 (600-1 1/2)	1480-2 554 (600-2)

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

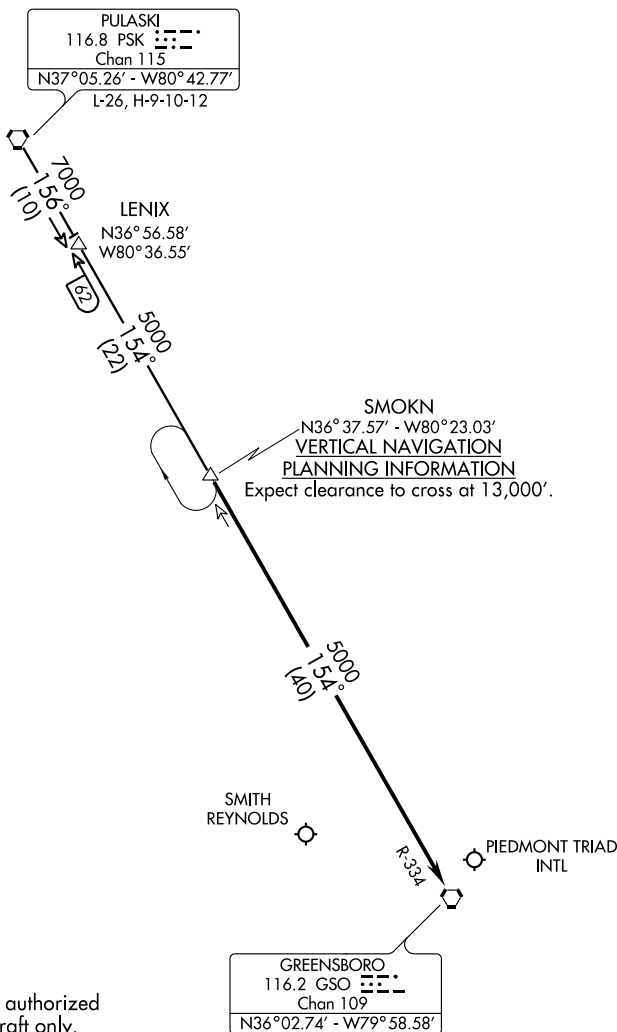
GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS

128.55

WINSTON-SALEM ATIS

121.3



NOTE: This procedure is authorized for propeller aircraft only.

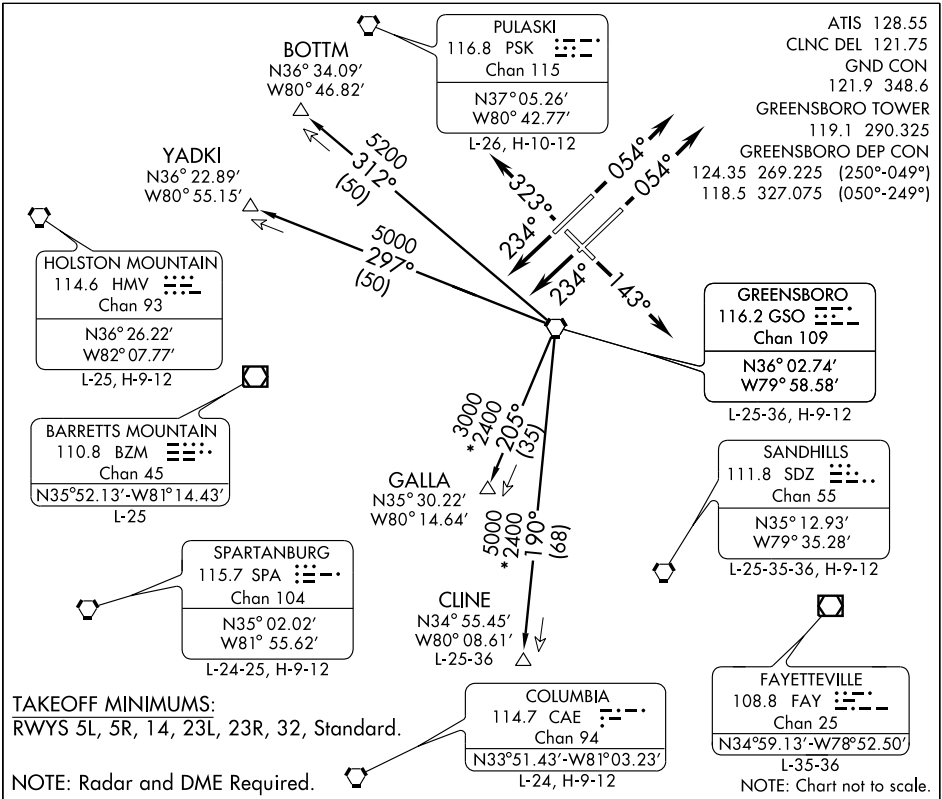
NOTE: Chart not to scale.

PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

...From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

TRIAD SIX DEPARTURE

GREENSBORO/PIEDMONT TRIAD INTL (GSO)
SL-178 (FAA) GREENSBORO, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

Turbojets: Maintain 5000. Turboprop/Prop: Maintain 3000 or assigned altitude.

... Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TRIAD SIX DEPARTURE

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL.

Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.

RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.

RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.

RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL.

Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.

Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.

RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL.

RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GSO 116.2 Chan 109	APP CRS 219°	Rwy Idg TDZE Apt Elev 9601 889 926
---	------------------------	--

VOR/DME RWY 23L
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)



For inoperative ALSIF, increase S-23L
Cat D visibility to RVR 6000.

ALSIF-2



MISSED APPROACH: Climb to 3100 direct GSO
VORTAC and hold, continue climb-in-hold to 3100.

ATIS
128.55

GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

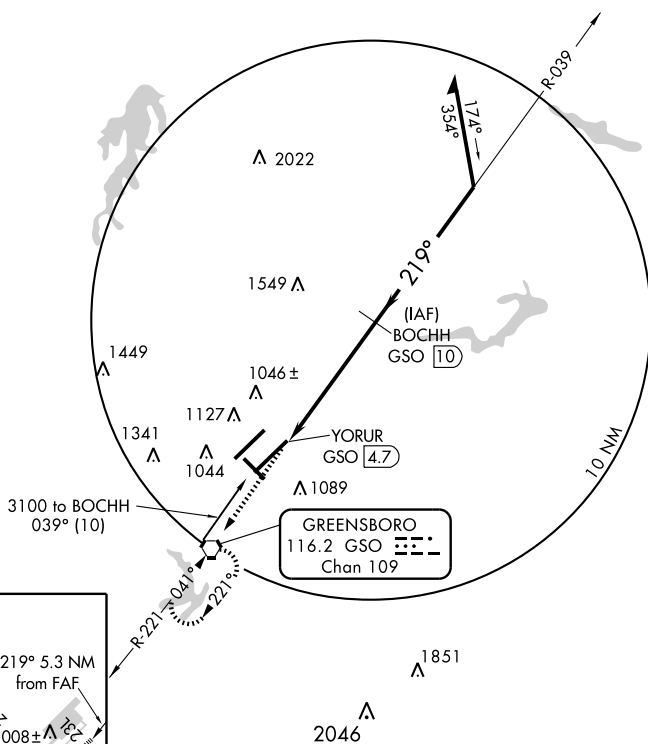
GREENSBORO TOWER
119.1 290.325

GND CON
121.9 348.6

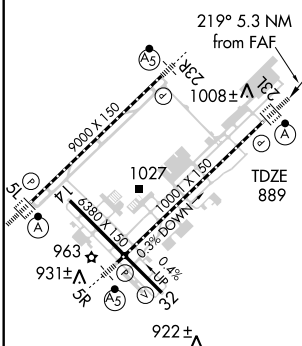
CLNC DEL
121.75

MSA GSO 25 NM

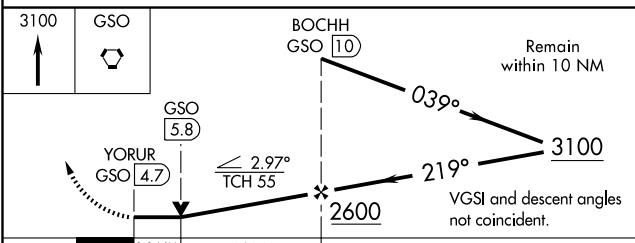
4100



ELEV 926



TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
S-23L	1300/24 411 (400-1/2)		1300/40 411 (400-3/4)	1300/50 411 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1 1/2 514 (600-1 1/2)	1480-2 554 (600-2)

GREENSBORO, NORTH CAROLINA

Amdt 10A 11MAR10

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

36° 06'N-79° 56'W

VOR/DME RWY 23L

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GSO
116.2
 Chan **109**

APP CRS
030°

Rwy Idg **10001**
 TDZE **900**
 Apt Elev **926**

VOR RWY 5R

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

▽ Inoperative table does not apply to S-5R Cat D.



MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 via heading 330° and GSO R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS
128.55

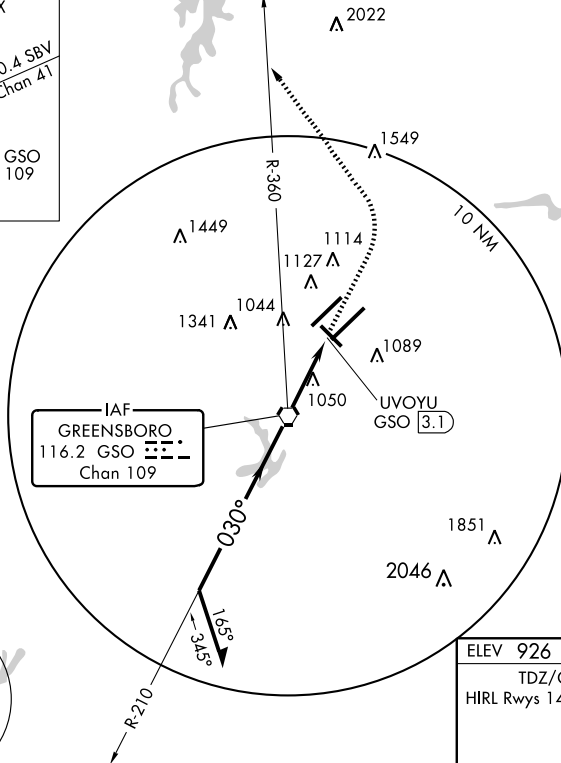
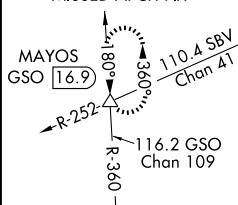
GREENSBORO APP CON
124.35 269.225 (250° -049°)
118.5 327.075 (050° -249°)

GREENSBORO TOWER
119.1 290.325

GND CON
121.9 348.6

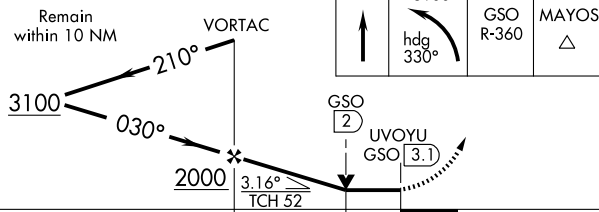
CLNC DEL
121.75

MISSED APCH FIX

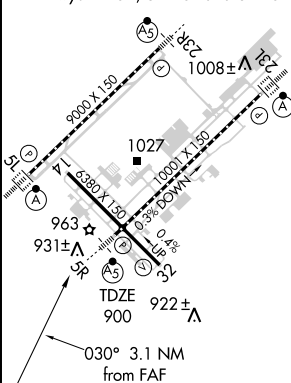


MSA GSO 25 NM
4100

Remain
 within 10 NM



ELEV **926** **D** REIL Rwy 32
 TDZ/CL Rwy 5L, 23R and 23L
 HIRL Rwy 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
S-5R	1300/24	400 (400-½)		1300/60 400 (400-1¼)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

10210

AIRPORT DIAGRAM

AL-5521 (FAA)

GREENVILLE/PITT-GREENVILLE (PGV)
GREENVILLE, NORTH CAROLINA

AWOS-3
128.425
CTAF/UNICOM
122.8
CLNC DEL
122.35 (RALEIGH)

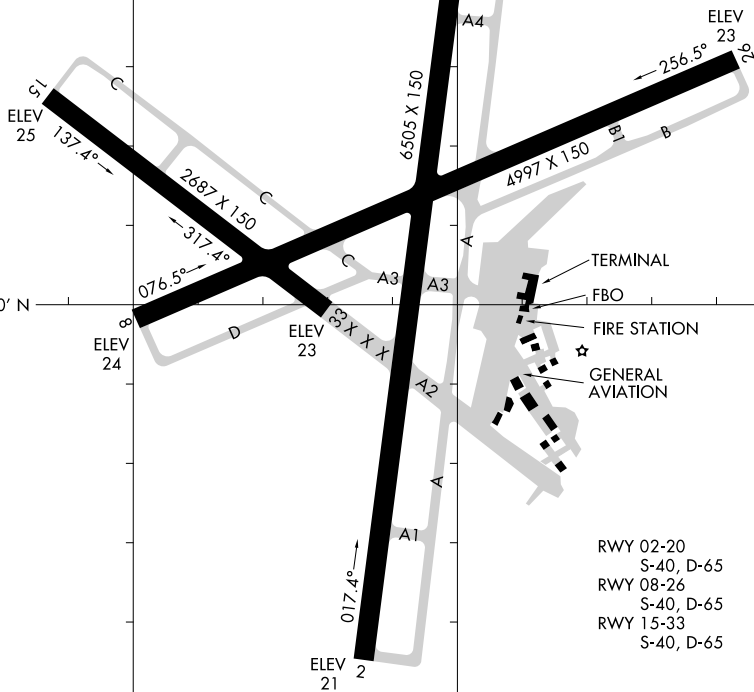
D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

35° 38.5' N

35° 38.0' N

35° 37.5' N



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

77° 23.5' W

77° 23.0' W

77° 22.5' W

AIRPORT DIAGRAM

GREENVILLE, NORTH CAROLINA
GREENVILLE/PITT-GREENVILLE (PGV)

10210

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

GREENVILLE

PITT—GREENVILLE (PGV) 2 N UTC−5(−4DT) N35°38.12' W77°23.12'

CHARLOTTE

26 B S4 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE PGV

H-9C, 12H, L-35C

RWY 02-20: H6505X150 (ASPH-GRVD) S-40, D-65 HIRL

IAP, AD

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 25'. Thld dsplcd 350'.
Trees.

RWY 08-26: H4997X150 (ASPH) S-40, D-65 MIRL

RWY 08: REIL. PAPI(P4L)—GA 4.0° TCH 42'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Pole.

RWY 15-33: H2687X150 (ASPH) S-40, D-65

RWY 15: Trees. RWY 33: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6505 TODA-6505 ASDA-6505 LDA-6505

RWY 08: TORA-4997 TODA-4997 ASDA-4997 LDA-4997

RWY 15: TORA-2687 TODA-2687 ASDA-2687 LDA-2687

RWY 20: TORA-6505 TODA-6505 ASDA-6505 LDA-6157

RWY 26: TORA-4997 TODA-4997 ASDA-4997 LDA-4997

RWY 33: TORA-2687 TODA-2687 ASDA-2687 LDA-2687

AIRPORT REMARKS: Attended Mon-Fri 1030-0430Z†, Sat

1030-0300Z†, Sun 1030-0430Z†. Rwy 15-33 multiple large cracks in pavement. Grass growing out of cracks. Class I, ARFF Index B. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 252-758-4707. Index C ARFF equip avbl upon req. 24 hr helicopter ops at hospital 1.5 NM SSW of arpt; monitoring CTAF. Lgt'd windsock OTS indef. Rwy 15-33 non-acr acft only. ACTIVATE MIRL Rwy 08-26, HIRL Rwy 02-20 and MALSR Rwy 20—CTAF. PAPI Rwy 02, Rwy 20, Rwy 08 and Rwy 26 opr continuous.

WEATHER DATA SOURCES: AWOS-3 128.425 (252) 758-6485.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.35 (RALEIGH RADIO)

① WASHINGTON CENTER APP/DEP CON 135.5

CLNC DEL 122.35 (RALEIGH RADIO)

AIRSPACE: CLASS E svc 1100-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61' W77°42.23' 148° 25.7 NM to fld. 70/05W.

ALWOOD NDB (MHW) 230 AQE N35°42.41' W77°22.31' 198° 4.3 NM to fld. NOTAM FILE PGV.

ILS/DME 110.7 I-PGV Chan 44. Rwy 20. Class IB. LOC unmonitored 0430-1100Z†. DME unmonitored. GS unmonitored.



GREON N35°47.82' W78°52.98' NOTAM FILE RDU.

CHARLOTTE

NDB (LOM) 382 RD 051° 6.7 NM to Raleigh-Durham Intl. (Unmonitored)

HALIFAX—NORTHAMPTON RGNL (See ROANOKE RAPIDS)

HARNETT RGNL JETPORT (See ERWIN)

LOC/DME I-PGV 110.7 Chan 44	APP CRS 197°	Rwy Idg 6157 TDZE 27 Apt Elev 27
---	------------------------	---


ILS or LOC RWY 20
GREENVILLE/ PITT-GREENVILLE (PGV)

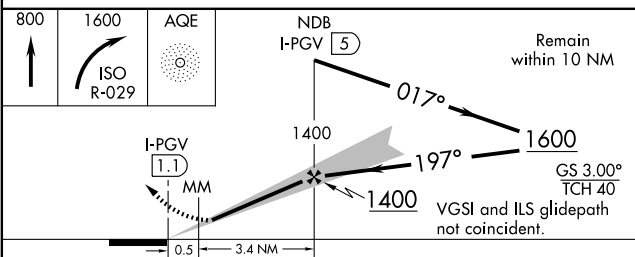
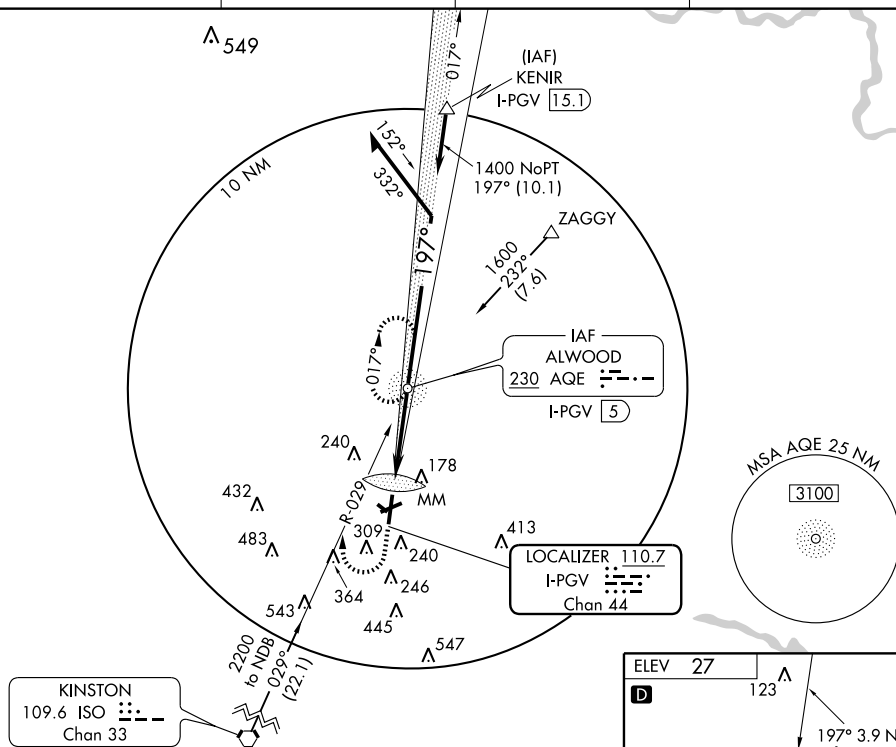
ADF or DME REQUIRED

AWOS-3
128.425

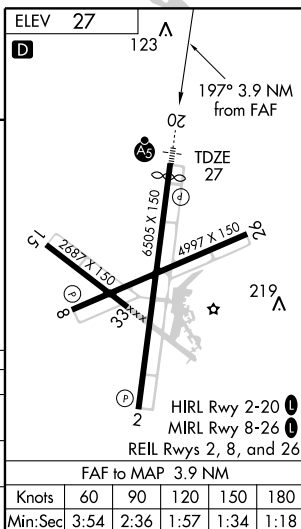
WASHINGTON CENTER
135.5 281.42

RALEIGH CLNC DEL
122.35

UNICOM
122.8 (CTAF) 



CATEGORY	A	B	C	D
S-ILS 20	227- ¹ / ₂ 200 (200- ¹ / ₂)			
S-LOC 20	400- ¹ / ₂ 374 (400- ¹ / ₂)			400- ³ / ₄ 400 (374- ³ / ₄)
CIRCLING	580-1 553 (600-1)		580-1 ¹ / ₂ 553 (600-1 ¹ / ₂)	580-2 553 (600-2)



APP CRS **017°**
 Rwy Idg **6505**
 TDZE **25**
 Apt Elev **27**

RNAV (GPS) RWY 2
 GREENVILLE/ PITT-GREENVILLE (PGV)

V GPS or RNP-0.3 Required.
Δ NA DME/DME RNP-0.3 NA.

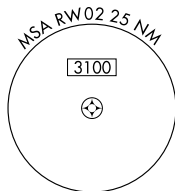
MISSED APPROACH: Climb to 2100 direct
 KENIR WP and hold.

AWOS-3
128.425

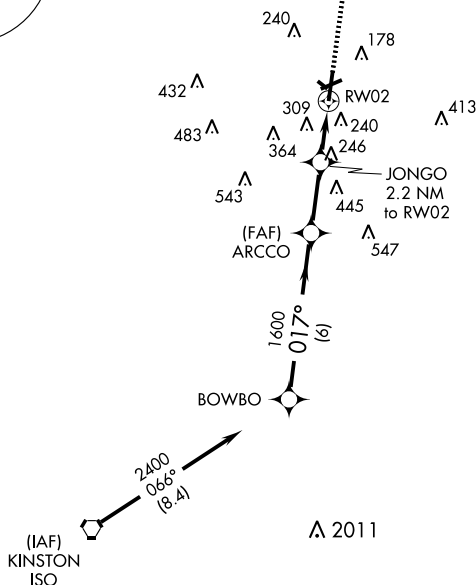
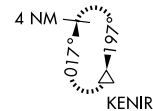
WASHINGTON CENTER
135.5 281.42

RALEIGH CLNC DEL
122.35

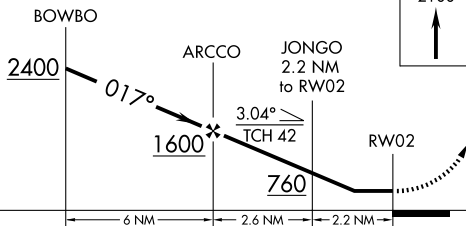
UNICOM
122.8 (CTAF) 0



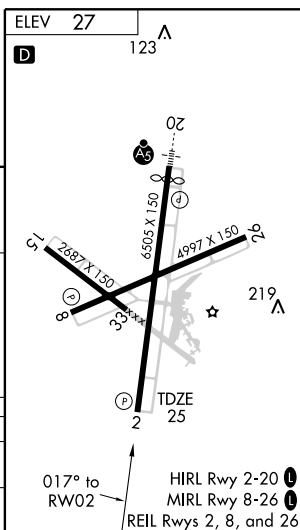
MISSED APCH FIX



Procedure
 Turn
 NA



2100 KENIR



CATEGORY	A	B	C	D
LNNAV MDA	560-1 535 (600-1)	560-1½ 535 (600-1½)	560-1¾ 535 (600-1¾)	560-2 535 (600-2)
CIRCLING	580-1 553 (600-1)	580-1½ 553 (600-1½)	580-2 553 (600-2)	580-2 553 (600-2)

APP CRS **076°**
Rwy Idg **4997**
TDZE **24**
Apt Elev **26**

RNAV (GPS) RWY 8

GREENVILLE/ PITT-GREENVILLE (PGV)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

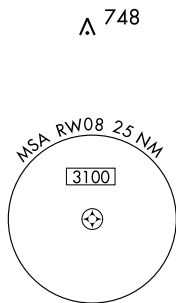
MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3
128.425

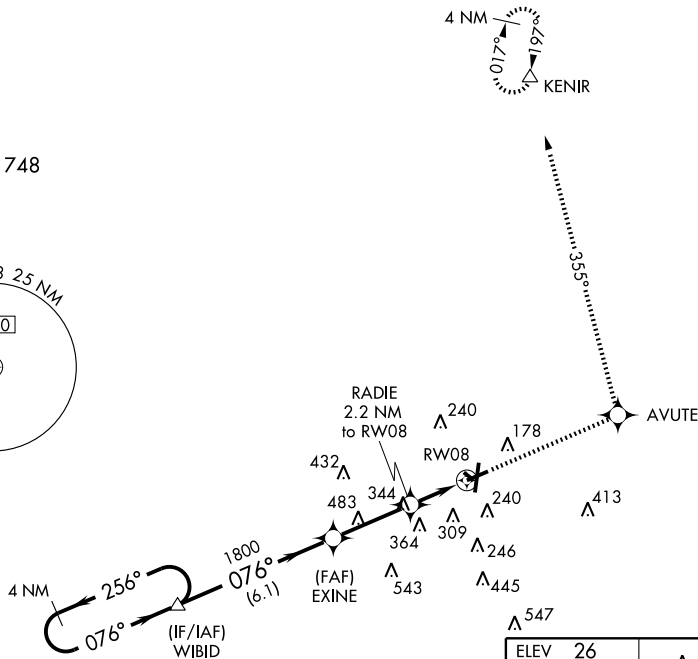
WASHINGTON CENTER
135.5 281.42

RALEIGH CLNC DEL
122.35

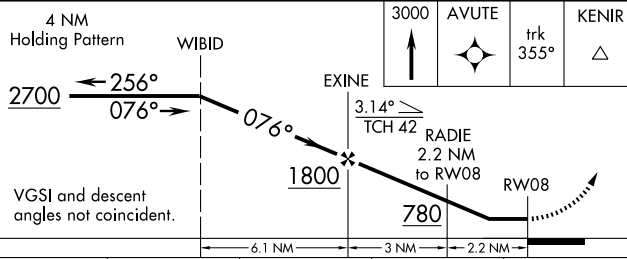
UNICOM
122.8 (CTAF) 0



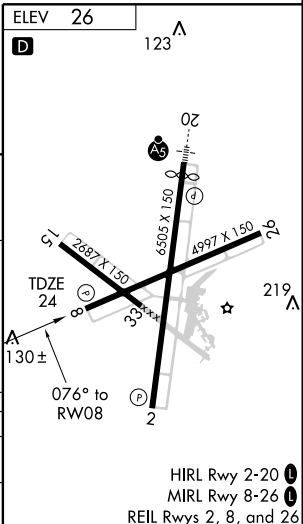
748



NoPT for arrivals on V157 southbound.



CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

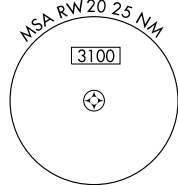


RNAV (GPS) RWY 20

GREENVILLE/ PITT-GREENVILLE (PGV)

MISSED APPROACH:
Climb to 3100 direct
BOWBO and hold,
continue climb-in-
hold to 3100.

NoPT for arrivals at
KENIR via V290
Southeast bound.



MISSED APCH FIX



3100 BOWBO

*LNAV only

*1.4 NM to RW20

RW20

EVAXY

1600

197°

017° → 2100

← 197°

4 NM Holding Pattern

VGS1 and RNAV glidepath not coincident.

GS 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	348- ³ / ₄ 323 (400- ³ / ₄)			
LNAV/VNAV DA	445-1 420 (500-1)			
LNAV MDA	500- ³ / ₄ 475 (500- ³ / ₄)			500-1 475 (500-1)
CIRCLING	620-1 594 (600-1)		620-1 ¹ / ₂ 594 (600-1 ¹ / ₂)	620-2 594 (600-2)

WAAS CH 53711 W26A	APP CRS 256°	Rwy Idg 4997 TDZE 24 Apt Elev 26
--	------------------------	---

RNAV (GPS) RWY 26

GREENVILLE/ PITT-GREENVILLE (PGV)

⚠ Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibilities ¼ mile.

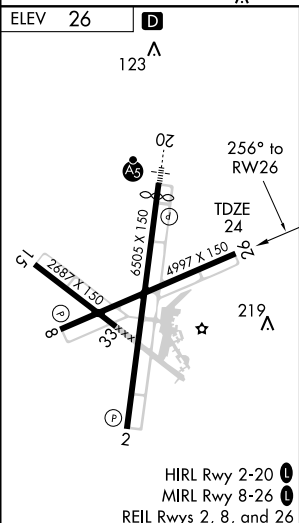
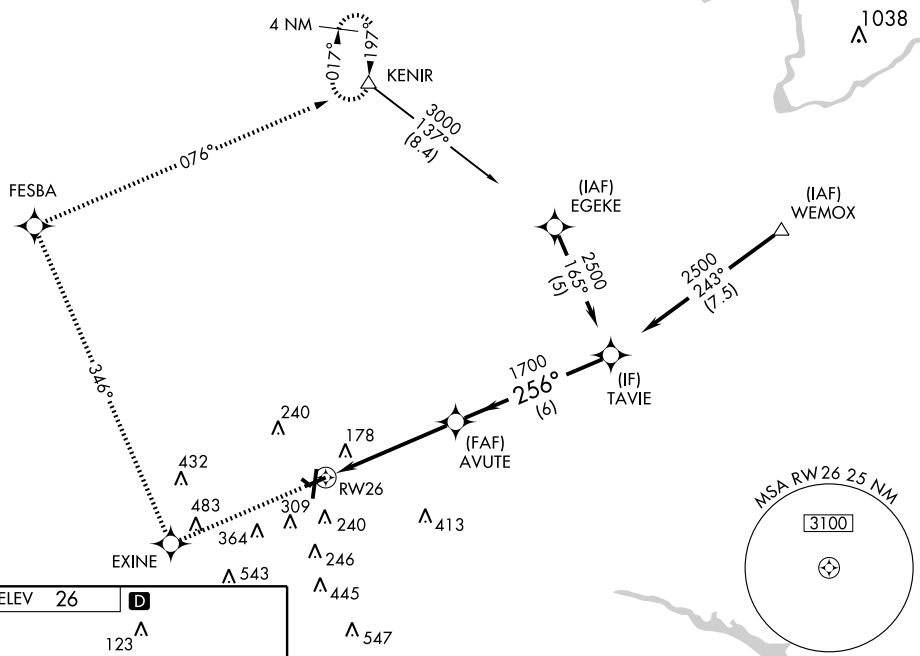
MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.





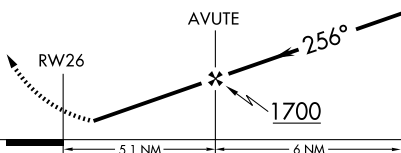
AWOS-3
128.425

WASHINGTON CENTER
135.5 281.42

RALEIGH CLNC DEL
122.35

UNICOM
122.8 (CTAF) 0



3000	EXINE	trk 346°	FESBA	trk 076°	KENIR	TAVIE	Procedure Turn NA
							
						2500	GS 3.00° TCH 45 VGSI and descent angles not coincident.
CATEGORY	A		B		C		D
LPV DA	335-1 311 (400-1)						
LNAV/ VNAV DA	464-1½ 440 (500-1½)						
LNAV MDA	520-1 496 (500-1)				520-1¼ 496 (500-1¼)		520-1½ 496 (500-1½)
CIRCLING	620-1 594 (600-1)				620-1½ 594 (600-1½)		620-2 594 (600-2)

HATTERAS

BILLY MITCHELL (HSE) 4 E UTC-5(-4DT) N35°13.97' W75°37.07'

CHARLOTTE

17 NOTAM FILE HSE

L-35C

RWY 07-25: H3000X75 (ASPH) S-30

IAP

RWY 07: Brush. RWY 25: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED 30 minutes after SS until 30 minutes before SR. All ngt time ops prohibited. Flocks of seagulls on and invof arpt. High speed-low level military ops invof arpt. Arpt is within Cape Hatteras National Seashore. Maintain 2000 ft vertical and horizontal distance from seashore beaches. Additional acft parking avbl on N apron.

WEATHER DATA SOURCES: ASOS 118.375 (252) 995-3646.

COMMUNICATIONS: CTAF 122.9

HATTERAS RCO 122.3 (RALEIGH RADIO)

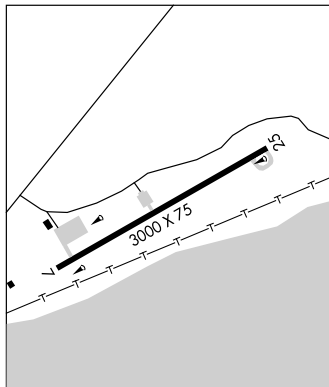
CHERRY POINT APP/DEP CON 119.75 (North)

RADIO AIDS TO NAVIGATION: NOTAM FILE ECG.

ELIZABETH CITY (L) VOR/DME 112.5 ECG Chan 72 N36°15.46'

W76°10.54' 163° 67.2 NM to fld. 10/07W.

HIWAS.



HATTERAS N35°14.01' W75°37.06'

CHARLOTTE

RCO 122.3 (RALEIGH RADIO) at Billy Mitchell.

L-35C

HENDERSON FLD (See WALLACE)

HENDERSON-OXFORD (See OXFORD)

HENDERSONVILLE (ØA7) 2 E UTC-5(-4DT) N35°18.46' W82°25.99'

ATLANTA

2084 S4 FUEL 100LL NOTAM FILE RDU

L-25C

RWY 15-33: H3075X40 (ASPH) S-10 LIRL

RWY 15: Thld dsplcd 270'. Trees.

RWY 33: Thld dsplcd 325'. Road.

AIRPORT REMARKS: Attended continuously. For svc after hrs call 828-693-1897. Acft parked 40' from edge of Rwy 15-33 S end. ACTIVATE LIRL Rwy 15-33-CTAF. Ldg fee. \$10.00 fee for acft over 6000 lbs or turbine.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SUGARLOAF MOUNTAIN (L) VORTAC 112.2 SUG Chan 59 N35°24.39' W82°16.12' 236° 10 NM to fld. 3970/02W.

HIATT (See THOMASVILLE)

APP CRS **067°**
 Rwy Idg **3000**
 TDZE **15**
 Apt Elev **17**

RNAV (GPS) RWY 7

HATTERAS/BILLY MITCHELL (HSE)



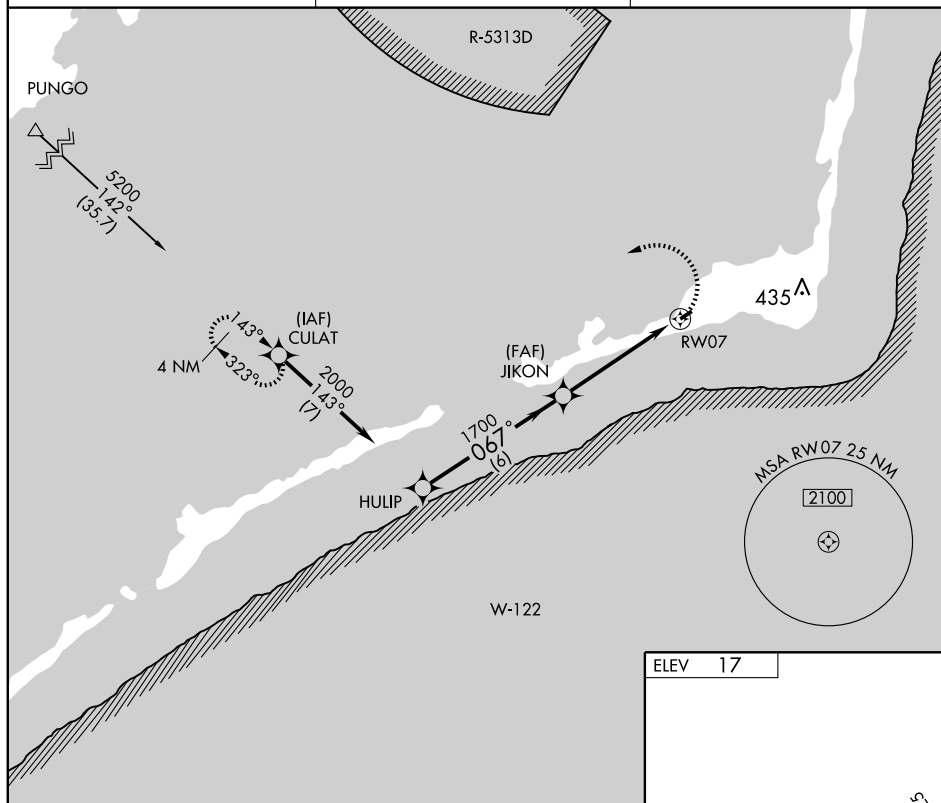
Procedure not authorized at night.
 GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn
 to 6000 direct CULAT WP and hold.

ASOS
118.375

CHERRY POINT APP CON
119.75 360.775

CTAF
122.9



Procedure
 Turn
 NA

HULIP
2000

JIKON

3.08°
 TCH 55

1.4 NM to
 RW07



6000 CULAT

ELEV 17

246±

3000 X 75

TDZE 15

067° to RW07

CATEGORY	A	B	C	D
LNNAV MDA	500-1	485 (500-1)	500-1¼ 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

APP CRS 232°	Rwy Idg TDZE Apt Elev	3000 17 17
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 25

HATTERAS/BILLY MITCHELL (HSE)



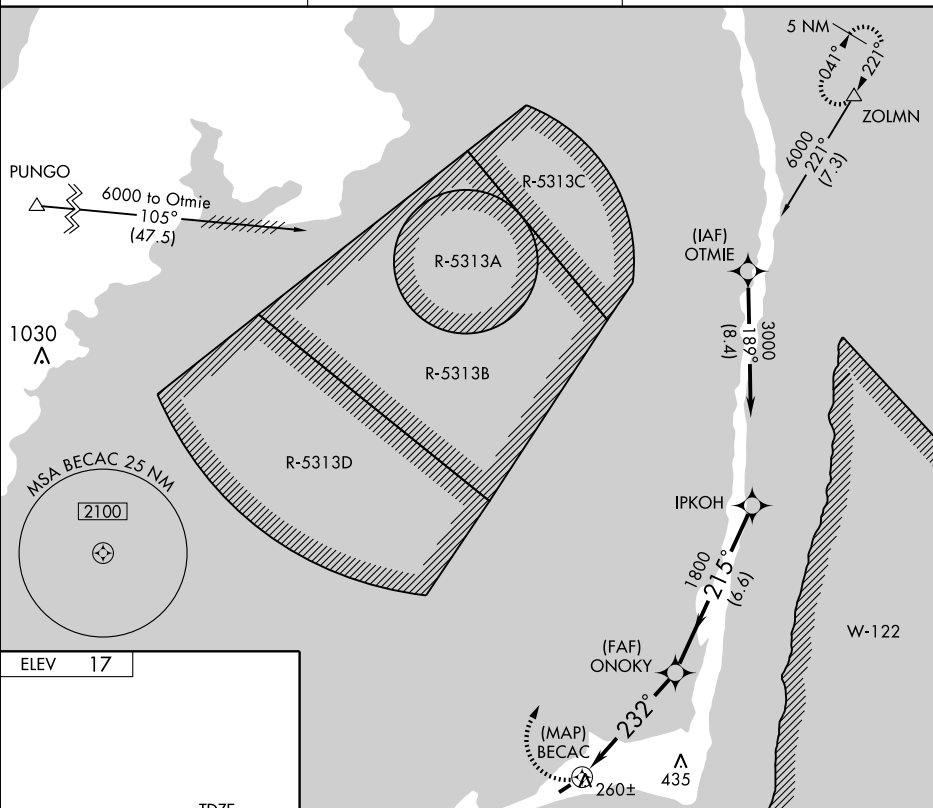
Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000
via course 032° to ZOLMN WP and hold.

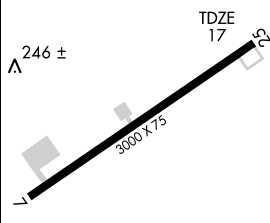
ASOS
118.375

CHERRY POINT APP CON
119.75 360.775

CTAF
122.9



ELEV 17



<div>6000</div> <div>CRS 032°</div>	<div>ZOLMN</div> <div>△</div>				
			<div>ONOKY</div>	<div>IPKOH</div>	<div>3000</div>
<div><div>BEACAC</div><div>232°</div><div>3.00°</div><div>TCH 40</div><div>215°</div><div>Procedure Turn NA</div></div>					
<div><div>0.5</div><div>5 NM</div><div>6.6 NM</div></div>					
CATEGORY	A		B	C	D
LNAV MDA	520-1		503 (600-1)	520-1½ 503 (600-1½)	NA
CIRCLING	560-1		543 (600-1)	560-1½ 543 (600-1½)	NA

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA

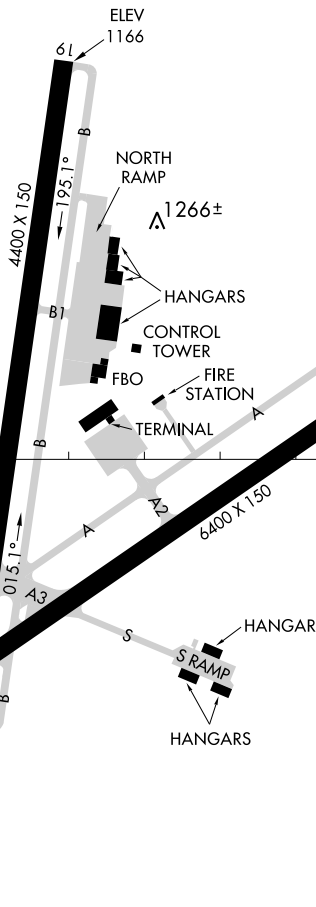
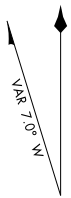
ASOS
118.325
HICKORY TOWER ★
128.15
GND CON
121.7
CLNC DEL
121.7

81°23.5'W

81°23.0'W

35°45.0'N

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



FIELD
ELEV
1190

35°44.5'N

35°44.0'N

RWY 01-19
S-30, D-40
RWY 06-24
S-32, D-55

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

AIRPORT DIAGRAM

HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

10210

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

HICKORY**HICKORY RGNL** (HKY) 3 W UTC-5(-4DT) N35°44.47' W81°23.37'

CHARLOTTE

1190 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE HKY

H-9B, 12G, L-25D

RWY 06-24: H6400X150 (ASPH-GRVD) S-32, D-55 HIRL 0.8% up NE IAP, AD

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 49'. Trees.

RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 01-19: H4400X150 (ASPH) S-30, D-40 MIRL 0.6% up N

RWY 01: REIL. PAPI(P4L). Tree.

RWY 19: REIL. VASI(V4R)—GA 3.0° TCH 32'.

AIRPORT REMARKS: Attended continuously. Limited svcs avbl

0400-1100Z±. Txf Rwy 19 prohibited when twr closed. No practice IFR apchs between 2100-0000Z±. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 828-323-7408. No line of sight between Rwy 19 and Rwy 24. ACTIVATE HIRL Rwy 06-24, MIRL Rwy 01-19, PAPI Rwy 24, REIL Rwy 01 and MALSR Rwy 24—CTAF (0400-1200Z±).

WEATHER DATA SOURCES: ASOS 118.325 (828) 322-2996.**COMMUNICATIONS:** CTAF 128.15

RCO 122.6 122.2 (RALEIGH RADIO)

Ⓡ ATLANTA CENTER APP/DEP CON 125.15 CLNC DEL 124.25 (When twr clsd)

TOWER 128.15 (1200-0400Z±) GND CON 121.7

CLNC DEL 121.7

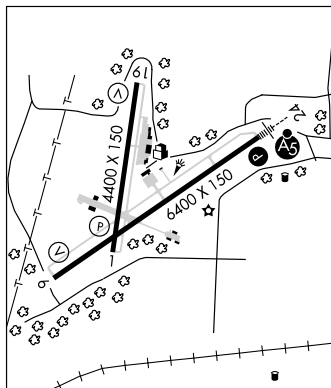
AIRSPACE: CLASS D svc 1200-0400Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

BARRETT'S MOUNTAIN (L) VOR/DME 110.8 BZM Chan 45 N35°52.13' W81°14.43' 230°10.6 NM to fld.

1880/06W.

TAWBA NDB (MHW/LOM) 332 HK N35°47.19' W81°18.32' 243° 4.9 NM to fld. NOTAM FILE HKY.

ILS 108.7 I-HKY Rwy 24. LOM TAWBA NDB.

**WILSON'S** (E40) 4 S UTC-5(-4DT) N35°39.12' W81°21.47'

CHARLOTTE

985 NOTAM FILE RDU

RWY 17-35: 2175X70 (TURF)

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Arpt open dalgt hrs only. 130' AGL unmarked p-lines 1000' N and E of rwy. Rwy 35 slopes uphill. Last half of Rwy 17 slopes downhill—dep end of Rwy 35 is 6' lower than opposite end.

COMMUNICATIONS: CTAF 122.9**HIMUN** N35°58.69' W79°35.08' NOTAM FILE BUY.

CINCINNATI

NDB (MHW/LOM) 361 HB 044° 6.8 NM to Burlington-Alamance Rgnl.

L-25E, 36F

HINSHAW (GREENACRES) (See LIBERTY)**HOLLY RIDGE/TOPSAIL ISLAND** (N21) 1 SE UTC-5(-4DT) N34°29.46' W77°31.86'

CHARLOTTE

40 NOTAM FILE RDU

RWY 14-32: 3600X88 (TURF) RWY LGTS (NSTD)

RWY 14: Thld dsplcd 925'. P-lines.

RWY 32: Thld dsplcd 600'. P-lines.

AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt. Rwy 14-32 lgtd thld Rwy 14 relocated 925'; Rwy 32 lgtd thld relocated 675'; 2000' of Rwy 14-32 usable for ngt ops. Dsplcd thld indicated by end of rwy lgts and yellow cones.

COMMUNICATIONS: CTAF 122.9**HORACE WILLIAMS** (See CHAPEL HILL)**HUNTSBORO** N36°18.03' W78°37.12' NOTAM FILE RDU.

WASHINGTON

NDB (MHW) 271 HXO 057° 5.7 NM to Henderson-Oxford.

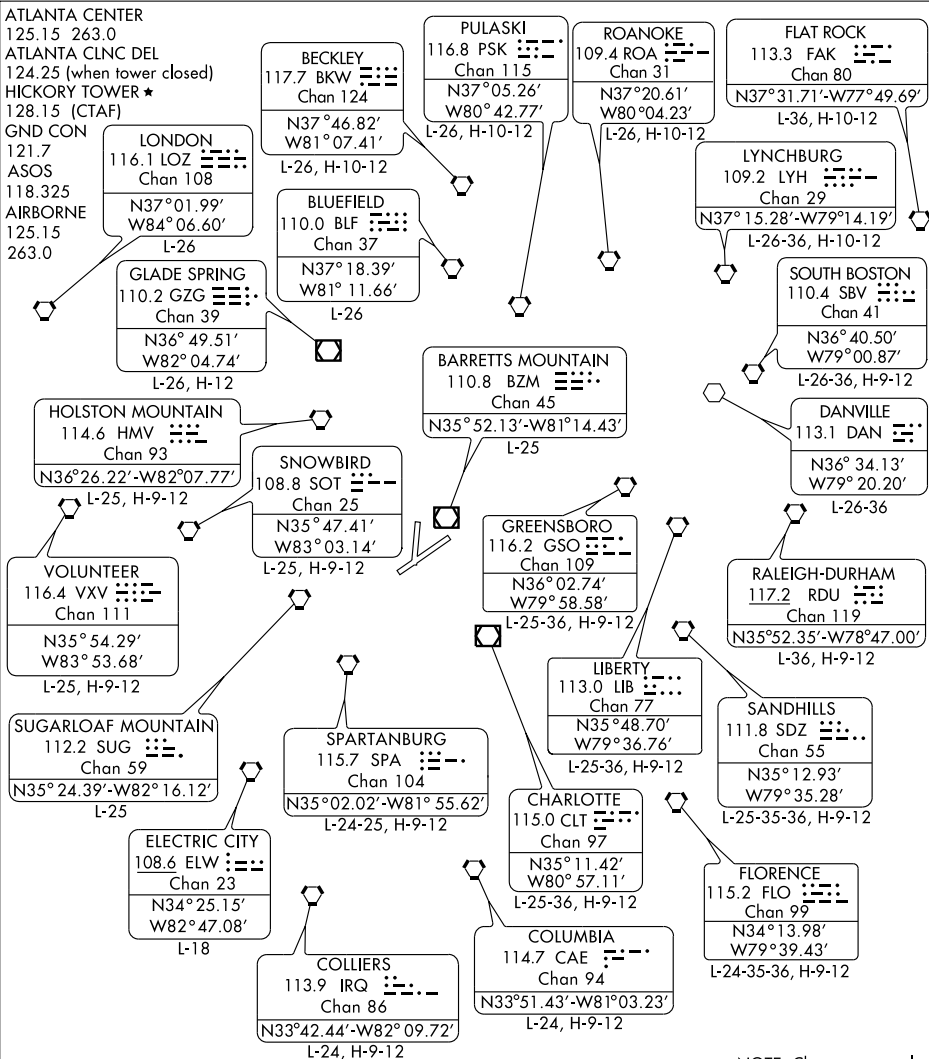
L-36G

HURDLE FLD (See MEBANE)

HICKORY ONE DEPARTURE

SL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly runway heading, or heading assigned by ATC, Thence....

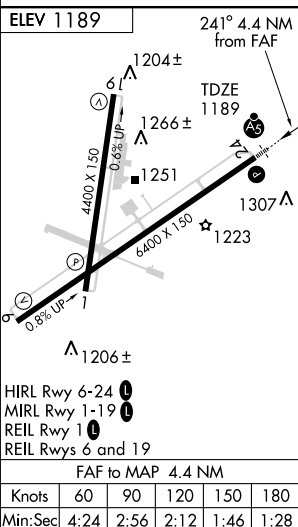
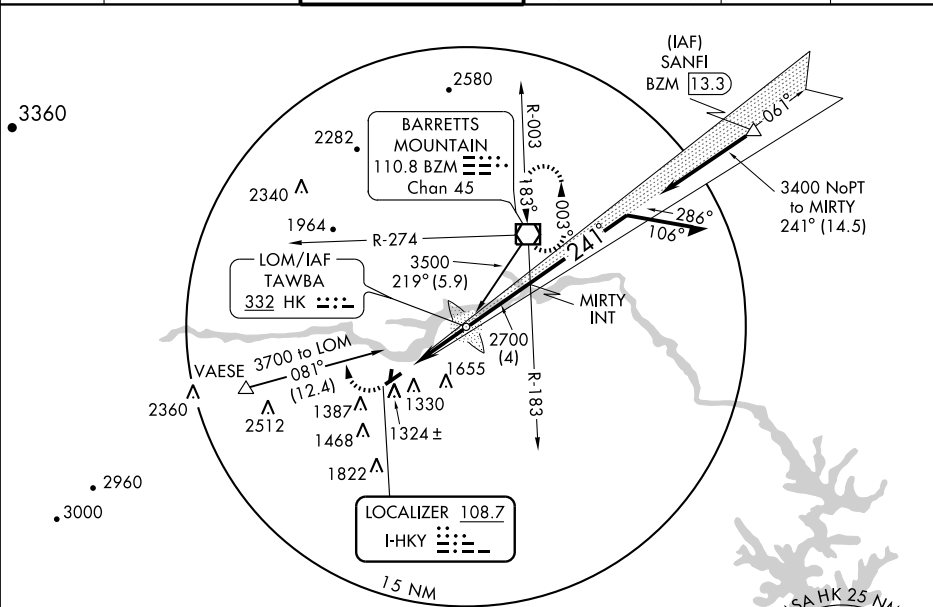
....Expect radar vectors to join filed route. All aircraft maintain 4000 feet, or assigned altitude. Expect filed altitude/flight level ten minutes after departure.

LOC I-HKY 108.7	APP CRS 241°	Rwy Idg TDZE Apt Elev 6400 1189
---------------------------	------------------------	---

ILS or LOC RWY 24

HICKORY RGNL (HKY)

			MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.		
ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF)	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7



HICKORY, NORTH CAROLINA
Amdt 7A 08101

ELEV 1189 241° 4.4 NM from FAF TDZE 1189 1204± 1266± 1251 1307 1223 1206± HIRL Rwy 6-24 MIRL Rwy 1-19 REIL Rwy 1 REIL Rws 6 and 19		1600 4000 BZM 110.8 HDG 340° BZM R-274	LOM 2687 3200 2700 GS 3.00° TCH 54
FAF to MAP 4.4 NM Knots Min:Sec 60 4:24 90 2:56 120 2:12 150 1:46 180 1:28		CATEGORY S-ILS 24 S-LOC 24 CIRCLING	
A 1389-½ 1560-½ 1640-1 451 (500-1)		B 200 (200-½) 371 (400-½) 1640-1½ 451 (500-1½)	
C 1560-¾ 371 (400-¾) 1740-2 551 (600-2)		D 1740-2 551 (600-2)	

35°44'N-81°23'W

HICKORY RGNL (HKY)
ILS or LOC RWY 24

APP CRS	Rwy Idg	4400
014°	TDZE	1154
	Apt Elev	1189

RNAV (GPS) RWY 1

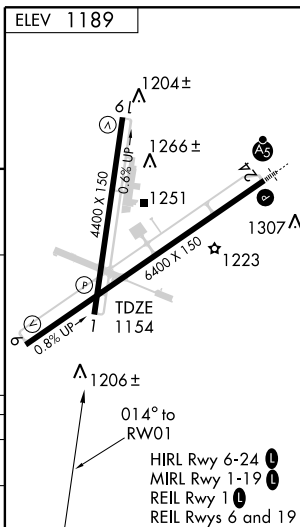
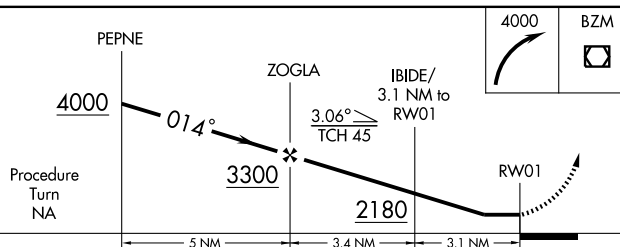
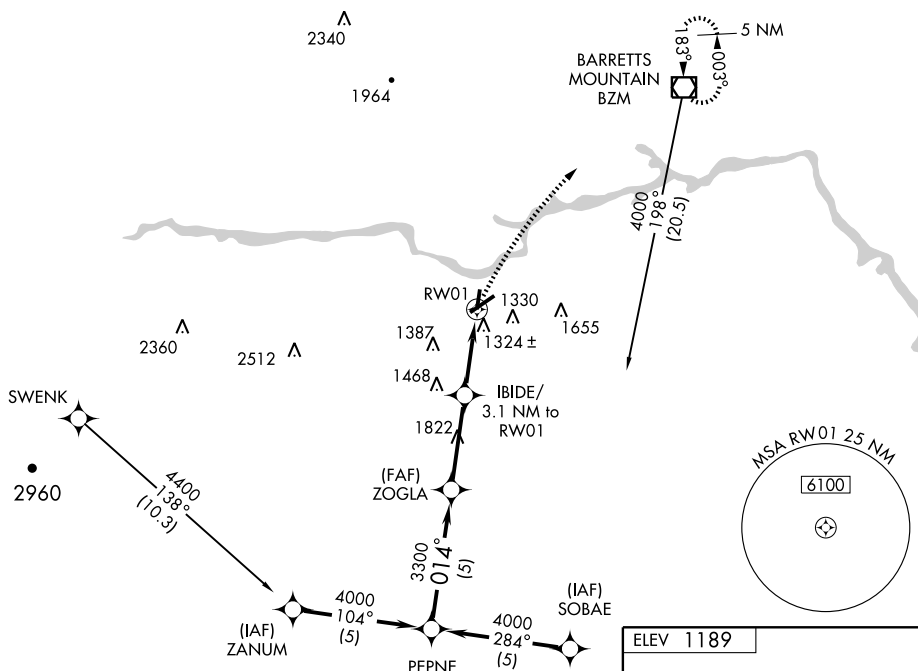
HICKORY RGNL (HKY)



GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 4000 direct BZM VOR/DME and hold.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
------------------------	---------------------------------------	---	--	-------------------------	--------------------------



CATEGORY	A	B	C	D
LNVA MDA	1580-1	426 (400-1)	1580-1¼	426 (400-1¼)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)

APP CRS	Rwy Idg	6400
061°	TDZE	1151
	Apt Elev	1189

RNAV (GPS) RWY 6

HICKORY RGNL (HKY)

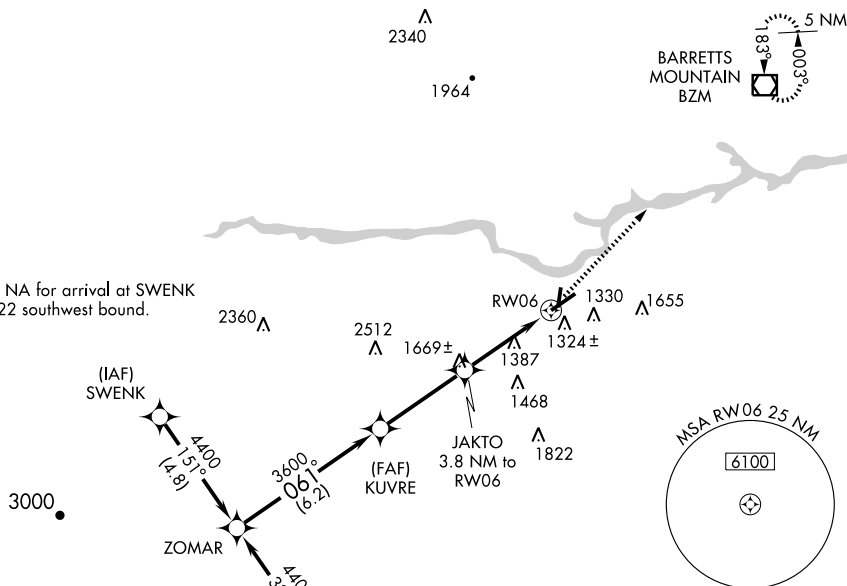


GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

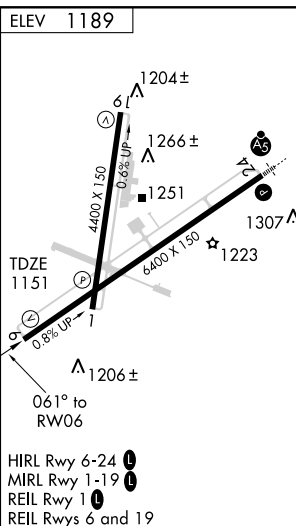
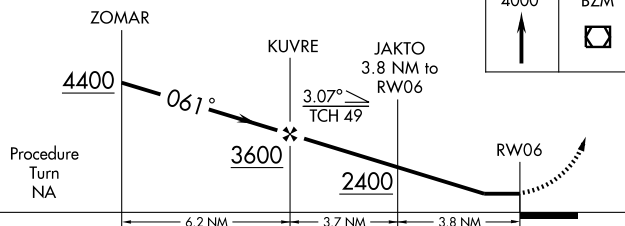
MISSED APPROACH: Climb to 4000 direct BZM
VOR/DME and hold.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
------------------------	---------------------------------------	--	--	-------------------------	--------------------------

Procedure NA for arrival at SWENK
on V20-222 southwest bound.



Procedure NA for arrival
LINCO on V364 eastbound.



CATEGORY	A	B	C	D
LNNAV MDA	1640-1	489 (500-1)	1640-1½ 489 (500-1½)	1640-1½ 489 (500-1½)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 **0**
MIRL Rwy 1-19 **0**
REIL Rwy 1 **0**
REIL Rwy 6 and 19

APP CRS	Rwy ldg	4400
194°	TDZE	1167
	Apt Elev	1189

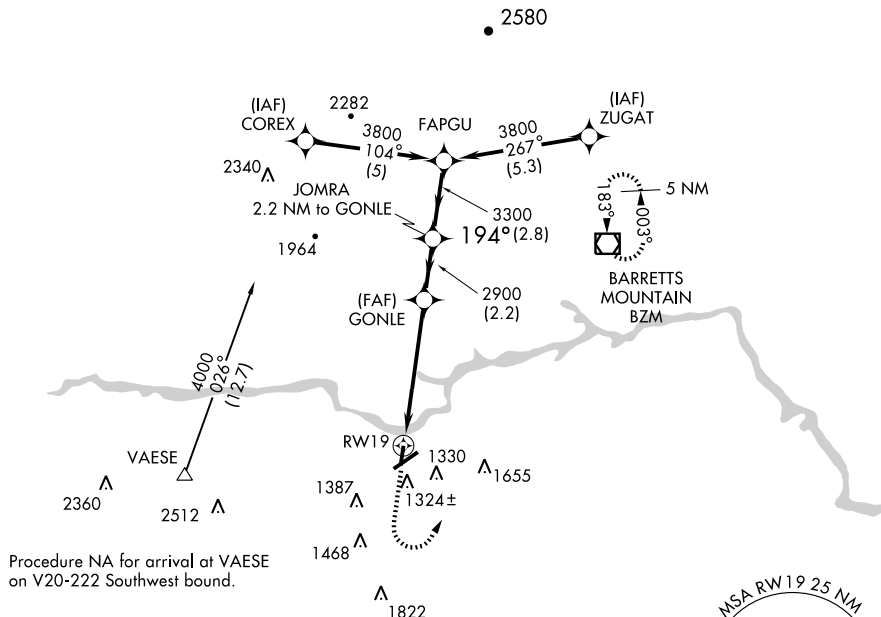
RNAV (GPS) RWY 19

HICKORY RGNL (HKY)

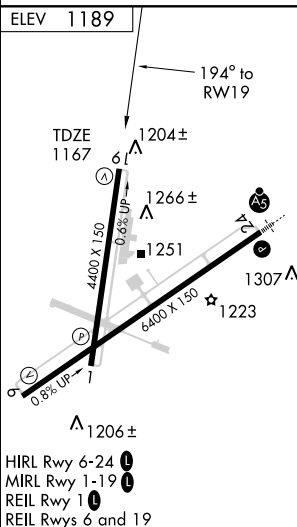
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BZM VOR/DME and hold.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
------------------------	---------------------------------------	---	--	-------------------------	--------------------------



Procedure NA for arrival at VAESE on V20-222 Southwest bound.



	2000	4000	BZM	
	↑	↶	☐	
	GONLE			Procedure Turn NA
	JOMRA 2.2 NM to GONLE			
	RWY 19			
	3.02° TCH 45			VGSI and descent angles not coincident.
	5.3 NM			
	2.2 NM			
	2.8 NM			
CATEGORY	A	B	C	D
LNVA MDA	1540-1 373 (400-1)			1540-1¼ 373 (400-1¼)
CIRCLING	1640-1 451 (500-1)			1640-1½ 451 (500-1½)
				1740-2 551 (600-2)

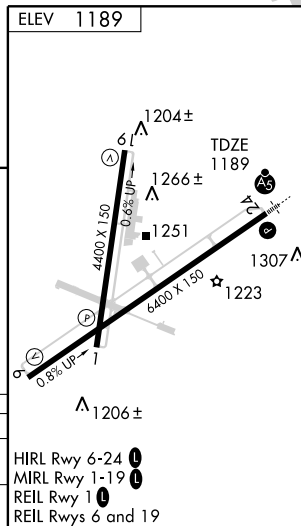
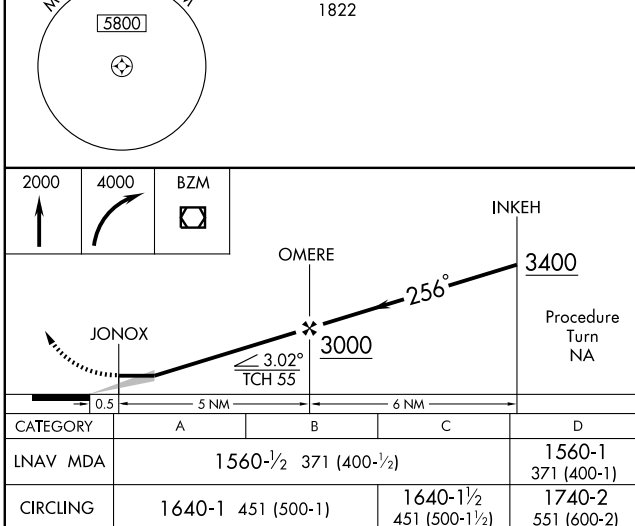
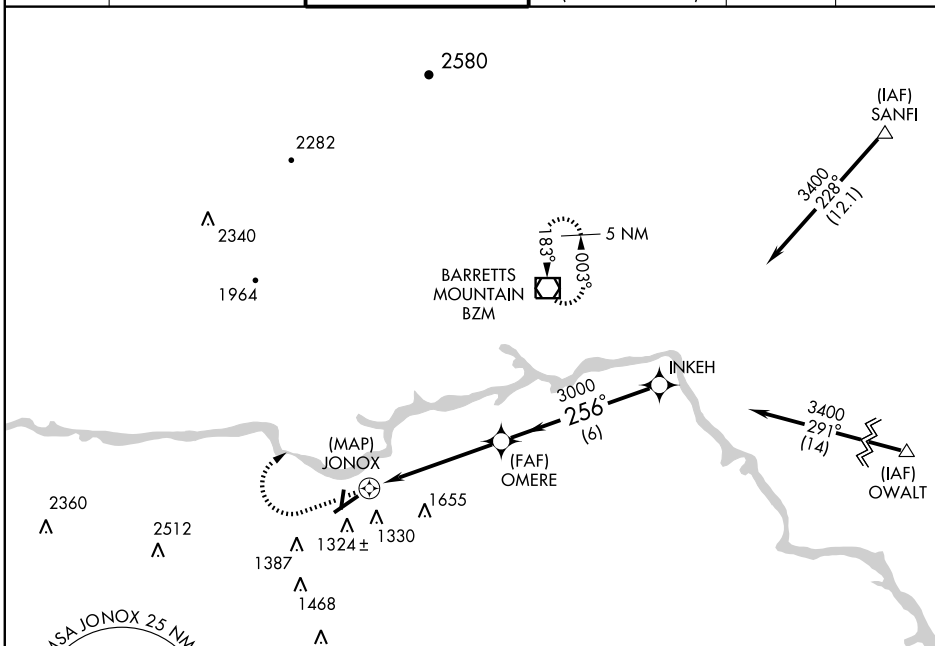
APP CRS	Rwy ldg	6400
256°	TDZE	1189
	Apt Elev	1189

RNAV (GPS) RWY 24

HICKORY RGNL (HKY)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NA For inoperative MALS, increase LNAV Cat. D visibility to 1 1/4 mile.	MALS AS	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BZM VOR/DME and hold.


ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF)	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
------------------------	---------------------------------------	---	--	-------------------------	--------------------------



VOR/DME BZM 110.8 Chan 45	APP CRS 228°	Rwy Idg TDZE 1189 Apt Elev 1189
---	------------------------	---

VOR/DME RWY 24

HICKORY RGNL (HKY)

 Inoperative table does not apply.



MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

ASOS
118.325

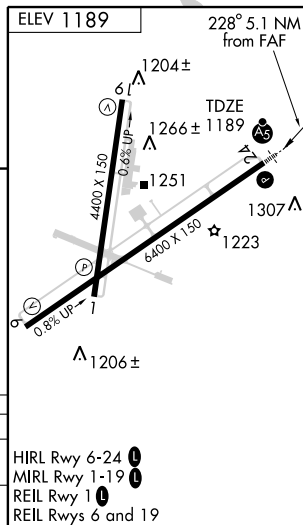
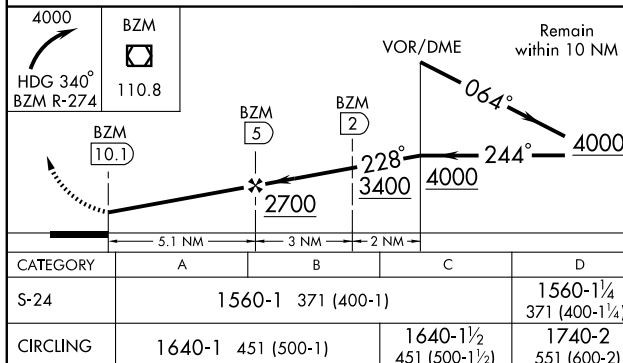
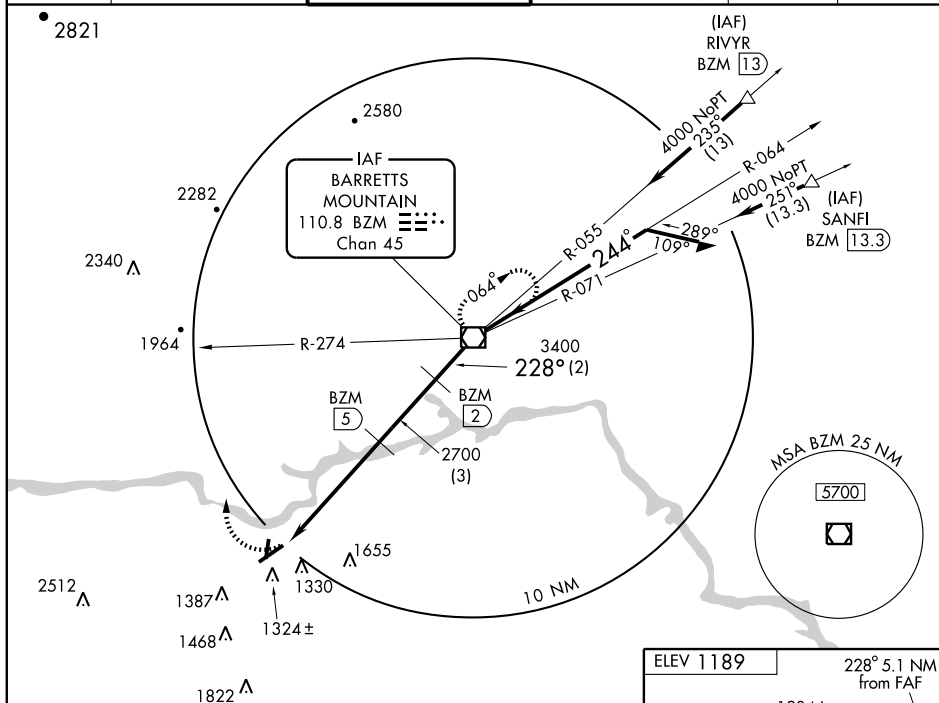
ATLANTA CENTER
125.15 263.0

HICKORY TOWER ★
128.15 (CTAF) **0**

ATLANTA CLNC DEL
124.25
(when tower closed)

GND CON
121.7

CLNC DEL
121.7



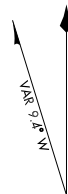
AIRPORT DIAGRAM

AFD-732 [USN]

JACKSONVILLE, NORTH CAROLINA

ATIS ★
288.325
NEW RIVER TOWER ★
120.0 360.2
GND CON
121.8 254.275
CLNC DEL
239.025

OCTOBER 2008
ANNUAL RATE OF CHANGE
0.1°W



184 ★ WATER TOWER

FIRE STATION

CONTROL TOWER

HANGARS

34°43'N

ELEV 40

HANGAR

HANGAR

ELEV 40

HOT REFUELING PIT

TERMINAL AND BASE OPERATIONS

COMBAT AIRCRAFT LOADING AREA

800 x 75
OVERRUN

ELEV 24

FIELD ELEV 26

RADAR REFLECTORS
ALL RWYS

34°42'N

RWY 5-23
PCN 80 F/B/W/T
RWY 1-19
PCN 80 F/B/W/T

009.4°

ELEV 24

4790 x 150

61

ELEV 16

234.4°

189.4°

5114 x 150

054.4°

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (KNCA)

NEW RIVER MCAS (MCCUTCHEON FLD) (NCA)(KNCA) MC 3 S UTC-5(-4DT)

CHARLOTTE

N34°42.51' W77°26.38'

H-9C, L-35B

26 B NOTAM FILE NCA

Not insp.

DIAP, AD

RWY 05-23: H5114X150 (ASPH) PCN 80 F/B/W/T HIRL**RWY 05:** SALSF. PAPI(P4L)—GA 3.0° TCH 47'. **RWY 23:** PAPI(P4L)—GA 3.0° TCH 37'.**RWY 01-19:** H4790X150 (ASPH) PCN 80 F/B/W/T HIRL**RWY 01:** SALSF. PAPI(P4R)—GA 3.0° TCH 45'. **RWY 19:** PAPI(P4L)—GA 3.0° TCH 41'.

MILITARY SERVICE: LGT Rwy 19 and Rwy 23 thld lgt vary from 1' to 15' from edge of the pavement. Non standard PCL all rws. VHF 120.0 3 clicks step 1, 5 clicks step 3, 7 clicks off. Expect 20 seconds delay for lgt to activate. ACTIVATE HIRL Rwy 01-19 and HIRL Rwy 05-23—120.0. **FUEL** J5 Fuel svc Mon-Fri 1300Z until 1 hr prior to fld closure, clsd Sat, Sun and holidays.

TRAN ALERT PPR Mon-Thu 1300-0300Z, Fri 1300-0000Z, clsd Sat, Sun and holidays. For acft remaining overnight ctc host unit. No clsd fld authorized for tran acft.

MILITARY REMARKS: Opr Mon-Thu 1300-0600Z, Fri 1300-0000Z, clsd Sat, Sun and holidays. See FLIP AP/1 Supplement Arpt Remarks. **RSTD** PPR all transient acft (minimum 24 hr in advance). Call Base Ops DSN 752-6311/6316, C910-449-6311/6316. Twy A at mid-fld clsd to C-130 and larger acft. **CAUTION** Bird hazard Oct-Apr. Wildlife hazard on arpt, especially SS-SR. **TFC PAT** Tactical jets prohibited, non-vertical and short takeoff and landing only. **NS ABTMT** Touch and go not avbl after 0400Z. **MISC** All acft with passenger/cargo/Distinguished Visitor ctc Base Ops 20 min prior to landing.

WEATHER DATA SOURCES: ASOS 288.325. ASOS transmits on PMSV 244.775 when airfield clsd.

COMMUNICATIONS: ATIS 288.325 (Unmonitored, avbl during opr hrs only)

⑦ **CHERRY POINT APP/DEP CON** 119.35 377.175

TOWER 120.0 360.2 323.25 **ARRIVAL** 124.85 279.575 (Mon-Thu 1300-0600Z, Fri 1300-0000Z, clsd Sat, Sun and holidays.) **GND CON** 121.8 254.275 **CLNC DEL** 239.025

PMSV METRO 244.775 (daily 1100-2200Z other times frequency broadcast ASOS) Unmonitored after 2200Z.

NEW RIVER OPS 253.3

AIRSPACE: CLASS D (Mon-Thu 1300-0600Z, Fri 1300-0000Z, clsd Sat, Sun and holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

(L) **TACAN** Chan 101 NCA (115.4) N34°42.43' W77°26.42' at fld. 74/8W. Unmonitored and ident off when fld not opr.

ILS/DME 111.1 I-NCA Rwy 01. GS unusable byd 4° left of course and 7° right of course.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

NORTHEASTERN RGNL (See EDENTON)**NORTH WILKESBORO**

WILKES CO (UKF) 4NE UTC-5(-4DT) N36°13.37' W81°05.90'

1301 B S4 **FUEL** 100LL, JET A+ OX 3,4 NOTAM FILE UKF Not insp.

CINCINNATI

H-9B, 12G, L-25D

RWY 01-19: H6200X100 (ASPH) S-45, D-60 MIRL 0.9% up N

RWY 01: MALS. REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. Arpt unattended Thanksgiving and Christmas. PAEW east of Rwy 01-19 Mon-Fri SR-SS. Deer on and invof arpt. Rwy 01-19 no line of sight between rwy ends. MIRL Rwy 01-19 preset low ints; to increase ints and ACTIVATE MALS. Rwy 01; PAPI Rwy 01 and Rwy 19 and REIL Rwy 19 and twy lgt—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.625 (336) 696-3788.

COMMUNICATIONS: CTAF/UNICOM 122.7

WILKESBORO RCO 122.4 (RALEIGH RADIO)

ATLANTA CENTER APP/DEP CON 125.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

BARRETS MOUNTAIN (L) VOR/DME 110.8 BZM Chan 45

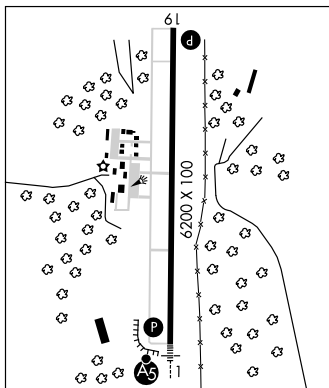
N35°52.13' W81°14.43' 024°22.3 NM to fld. 1880/06W.


WILKI NDB (MHW/LOM) 209 UKF N36°06.77' W81°05.89'

006°6.6 NM to fld.

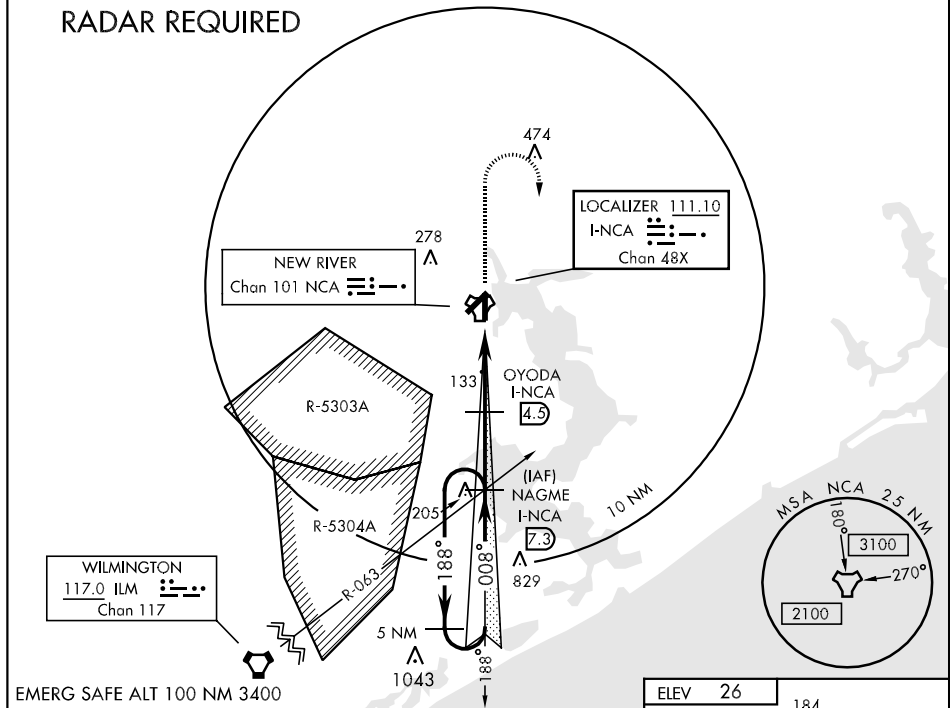
ILS/DME 111.55 I-UKF Chan 52(Y) Rwy 01. Class IB. LOM

WILKI NDB.

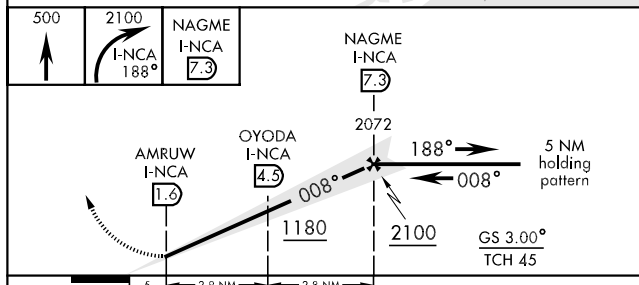


LOC I-NCA <u>111.10</u>	APCH CRS 008°	Rwy Idg 4790 TDZE 24 Arpt Elev 26	AL-732 [USN]	NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)		
*When ALS inop, increase CAT AB vis to ¾ mile. **When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles. ***When ALS inop, increase vis to ½ mile.			SALS 	MISSED APPROACH: Climb to 500, then climbing right turn to 2100 via I-NCA south crs to NAGME and hold.		
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 239.025	ASR/PAR	

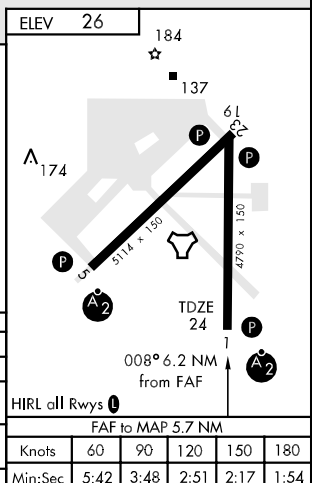
RADAR REQUIRED



EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
S-ILS 1 *	224- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	224- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)
S-LOC 1 **	400- $\frac{3}{4}$	376 (400- $\frac{3}{4}$)	400-1	376 (400-1)
CIRCLING	500-1 474 (500-1)	500-1 $\frac{1}{2}$ 474 (500-1 $\frac{1}{2}$)	580-2	554 (600-2)



APCH CRS	Rwy Idg	4790
008°	TDZE	24
	Arpt Elev	26

AL-732 [USN]

NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

* When ALS inop, increase vis CAT ABCD to 1 mile.
 ** When ALS inop, increase vis CAT AB to 1 mile,
 CAT CD to 1¼ miles.
 *** When ALS inop, increase vis CAT ABCD to ½ mile.

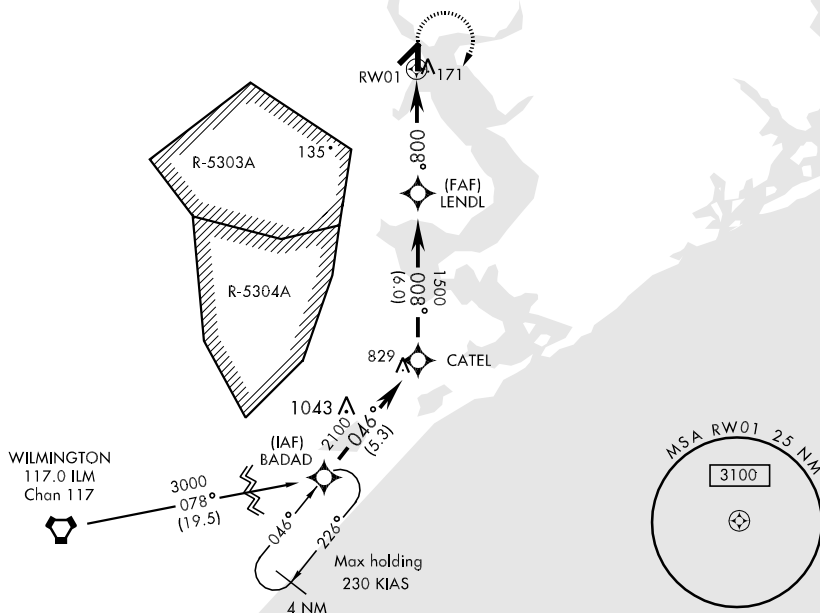
SALSF





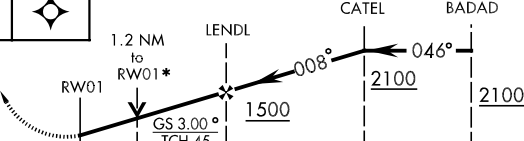
MISSED APPROACH: Climbing right turn to 2100 direct
 BADAD and hold.

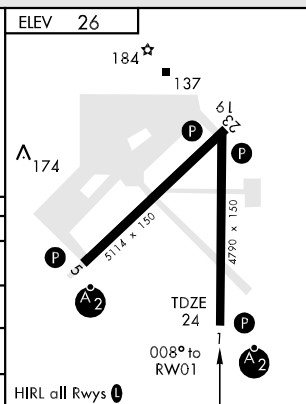
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 239.025	ASR/PAR
--------------------------	---	---	---------------------------------	----------------------------	---------


Baro VNAV NA below -1.5°C(5°F)
 and above 42°C(108°F).
 DME/DME RNP-0.3 NA.



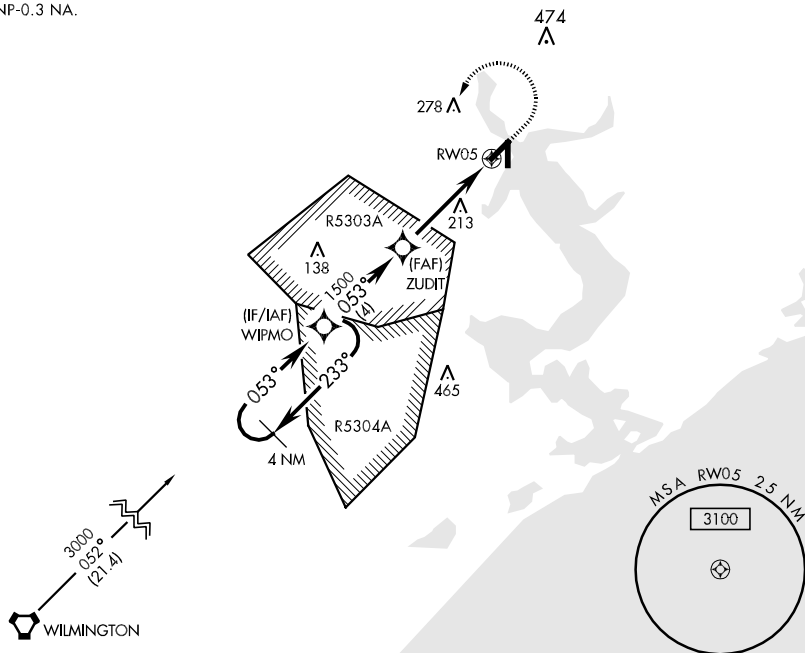
EMERG SAFE ALT 100 NM 3400

2100	BADAD	* LNAV only.			
					
CATEGORY	A	B	C	D	
LNAV/ VNAV DA *	340-¾		316	(400-¾)	
LNAV MDA **	440-¾	416 (500-¾)	440-1	416 (500-1)	
CIRCLING	500-1	474 (500-1)	500-1½ 474 (500-1½)	580-2 554 (600-2)	
S-PAR 1 ***	124-¼	100	(100-¼)	GS 3.0°	

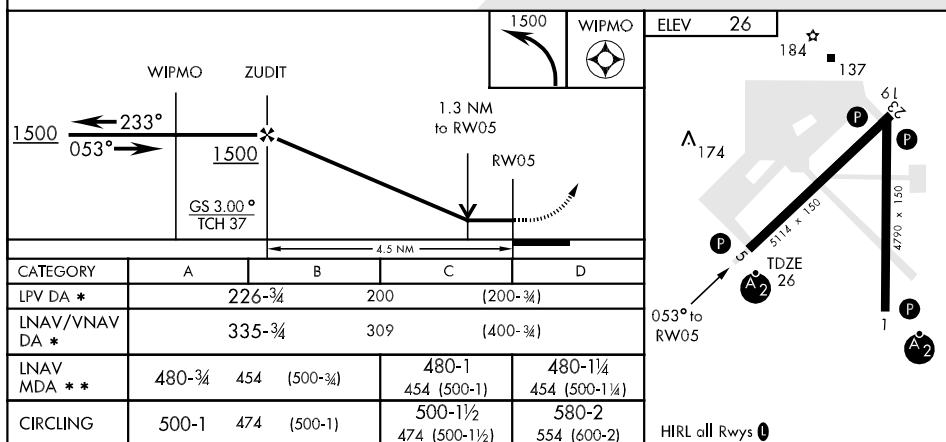


WAAS Chan 77243 W05A		APCH CRS 053°	Rwy Idg 5114 TDZE 26 Arpt Elev 26	AL-732 [USN] MCAS NEW RIVER (MC CUTCHEON FLD) (KNCA)		
* When ALS inop, increase vis CAT ABCD to 1 mile. ** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1½ miles.			SALSF 	MISSED APPROACH: Climbing left turn to 1500 direct WIPMO and hold.		
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.0 0 ★ 360.2	GND CON 121.8 254.275	CLNC DEL 239.025	ASR/ PAR	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(108°F).
DME/DME RNP-0.3 NA.



FMERG SAFF ALT 100 NM 3400



APCH CRS **188°**
 Rwy Idg **4790**
 TDZE **23**
 Arpt Elev **26**

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Baro VNAV NA below -15°C(5°F)
 and above 42°C(108°F).
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1500 direct KEANN and hold.

ATIS ★
288.325

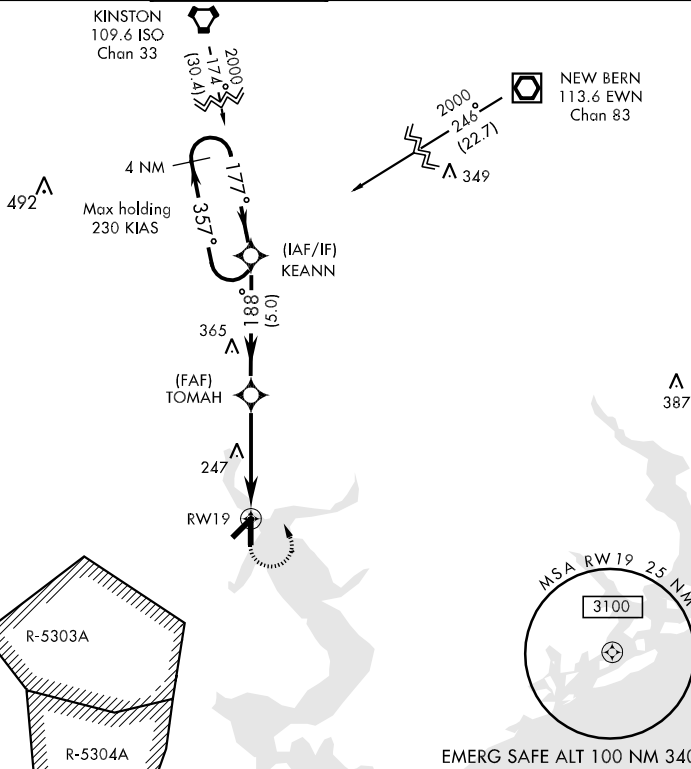
CHERRY POINT APP CON
119.35 377.175

NEW RIVER TOWER ★
120.00* 360.2

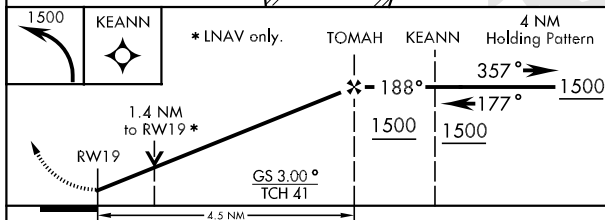
GND CON
121.8 254.275

CLNC DEL
239.025

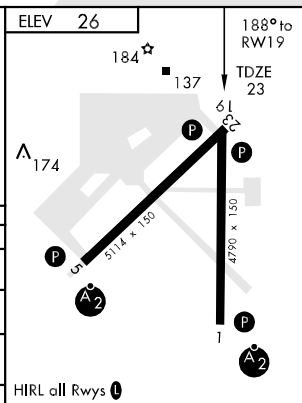
ASR/PAR



EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
LNNAV/VNAV DA	360-1¼ 337 (400-1¼)			
LNNAV MDA	500-1 477 (500-1)	500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)	
CIRCLING	500-1¼ 474 (500-1¼)	500-1½ 474 (500-1½)	580-2 554 (600-2)	
S-PAR 19	123-½ 100	(100-½)	GS 3.00°	



WAAS Chan 80122 W23A	APCH CRS 233°	Rwy Idg TDZE 25 Arprt Elev 26
--	-------------------------	---

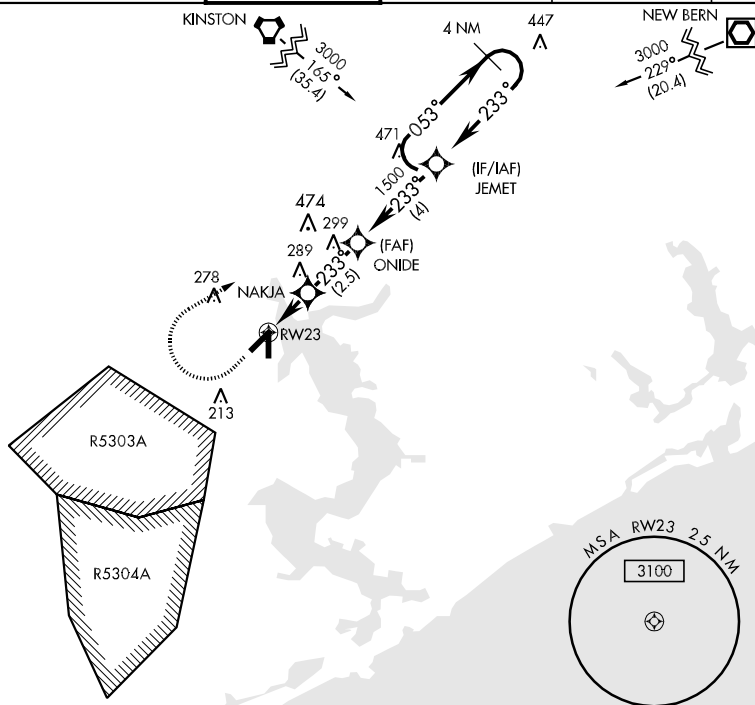
AL-732 [USN]

MCAS NEW RIVER (MC CUTCHEON FLD) (KNCA)

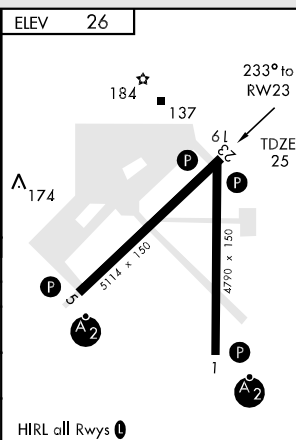
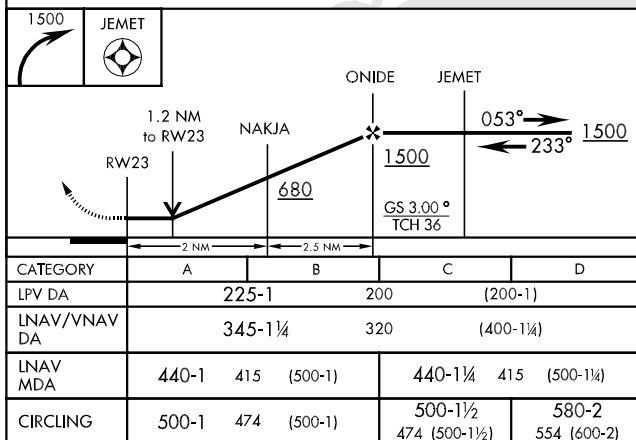
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -15°C(5°F) or above 42°C(108°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1500 direct
JEMET and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.0 0 ★ 360.2	GND CON 121.8 254.275	CLNC DEL 239.025	ASR/ PAR
--------------------------	---	---	---------------------------------	----------------------------	-------------



EMERG SAFE ALT 100 NM 3400




SANDE-ONE DEPARTURE (SANDE1.SANDE)

JACKSONVILLE, NORTH CAROLINA

ATIS ★ 288.325
CLNC DEL
239.025
GND CON
121.8 254.275
NEW RIVER TOWER ★
120.0 360.2
NEW RIVER DEP CON
124.85 279.575

SL-732 [USN]

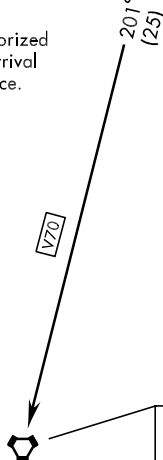
NEW RIVER


Chan 101 NCA 
N34°42.43' W77°26.42'

SANDE
N34°45.67'
W77°45.04'

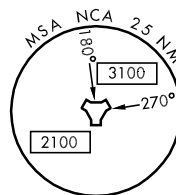
DME REQUIRED

Departure not authorized
when New River Arrival
Control not in service.



WILMINGTON
117.0 ILM 
Chan 117
N34°21.10'
W77°52.46'

L-35



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1 or 5: Climbing left turn to 3000 via heading 230°, Thence . . .

TAKE-OFF RWY 19 or 23: Climbing right turn to 3000 via heading 330°, Thence . . .

. . . Intercept NCA R-290 direct SANDE INT, then via assigned route/transition.
Cross BAVPY at 3000. Cross WIRIN at or above 3100. Expect filed altitude ten minutes after departure.

WILMINGTON TRANSITION (SANDE1.ILM): Via ILM R-021 direct ILM VORTAC, then as filed.

SANDE-ONE DEPARTURE (SANDE1.SANDE)

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

TACAN NCA	APCH CRS	Rwy Idg	4790
Chan 101	357°	TDZE	24
		Arpt Elev	26

AL-732 [USN]

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

- * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile.
- ** When ALS inop, increase vis CAT ABCD to ½ mile.

SALSF

MISSED APPROACH: Climbing right turn to 3000 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★
288.325

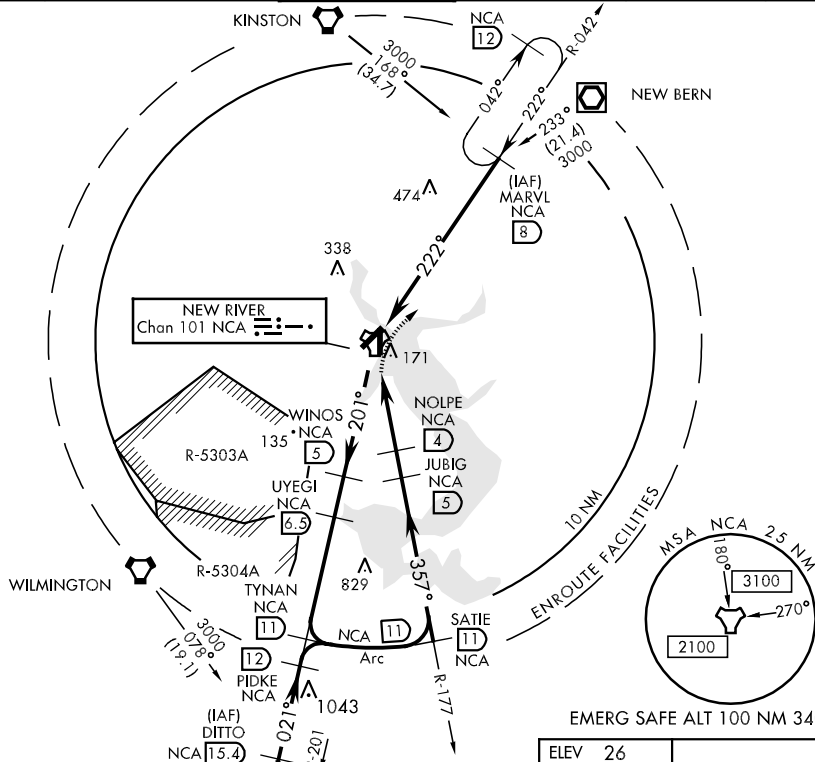
CHERRY POINT APP CON
119.35 377.175

NEW RIVER TOWER ★
120.00★ 360.2

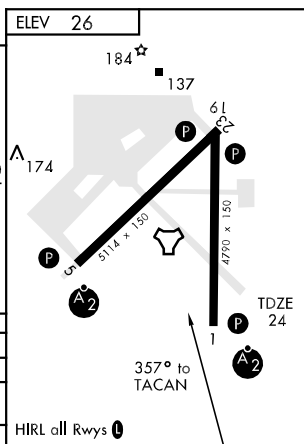
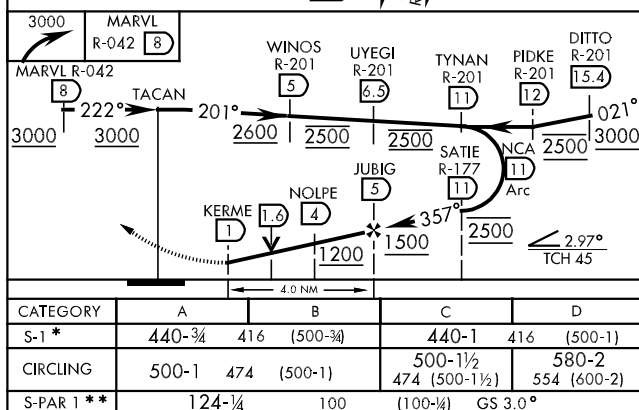
GND CON
121.8 254.275

CLNC DEL
239.025

ASR/PAR



FMERG SAFF ALT 100 NM 3400



JACKSONVILLE, NORTH CAROLINA

34° 43' N-77° 26' W

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

10014

TACAN RWY 1

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2 26 AUG 2010 to 23 SEP 2010

TACAN NCA Chan 101	APCH CRS 064°	Rwy Idg 5114 TDZE 26 Arpt Elev 26
------------------------------	-------------------------	--

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ mile.

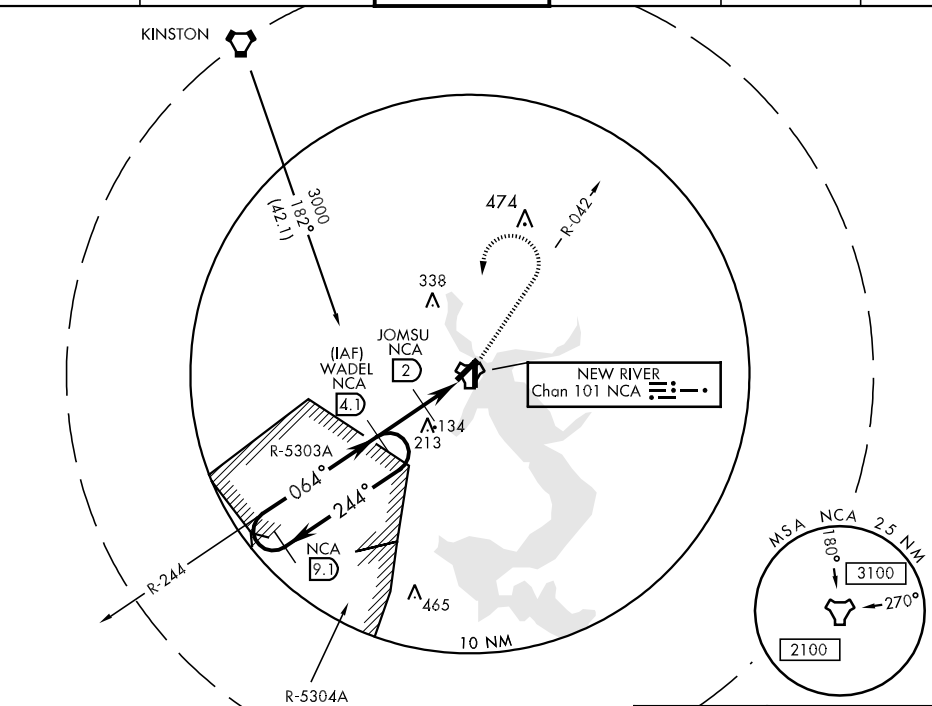
**** When ALS inop, increase vis CAT ABCD to ½ mile.**

SALSF



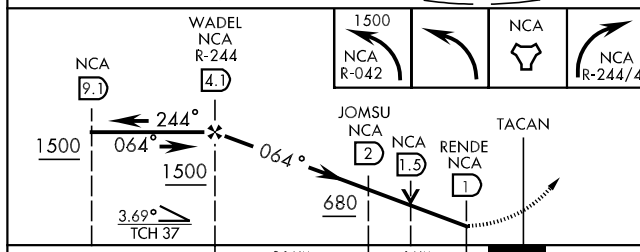
MISSED APPROACH: Climbing left turn to 1500 via NCA R-042. Then left turn direct NCA TACAN, then via NCA R-244 direct WADEL and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 239.025	ASR/PAR
-------------------	--	-----------------------------------	--------------------------	---------------------	---------

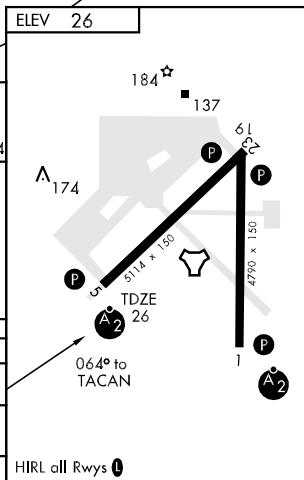


EMERG SAFE ALT 100 NM 3400

ENROUTE FACILITIES



CATEGORY	A	B	C	D
S-5*	400- $\frac{3}{4}$	374	(400- $\frac{3}{4}$)	400-1 374 (400-1)
CIRCLING	500-1	474 (500-1)	500-1 $\frac{1}{2}$ 474 (500-1 $\frac{1}{2}$)	580-2 554 (600-2)
S-PAR 5 **	126- $\frac{1}{4}$	100	(100- $\frac{1}{4}$)	GS 3.00 °



TACAN NCA Chan 101	APCH CRS 199°	Rwy Idg TDZE 23 Arpt Elev 26
------------------------------	-------------------------	--

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★ 288.325

CHERRY POINT APP CON 119.35 377.175

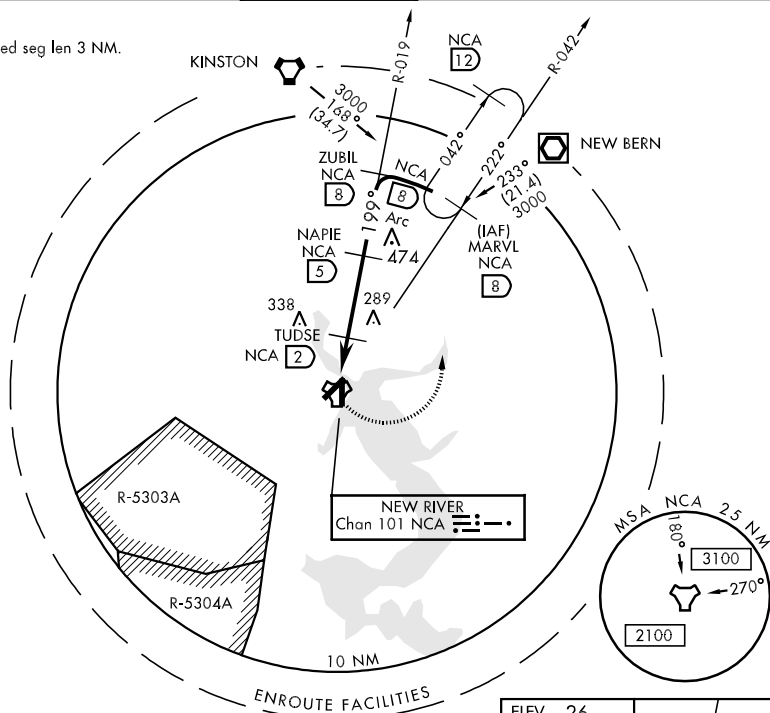
NEW RIVER TOWER★ 120.00★ 360.2
--

GND CON 121.8 254.275

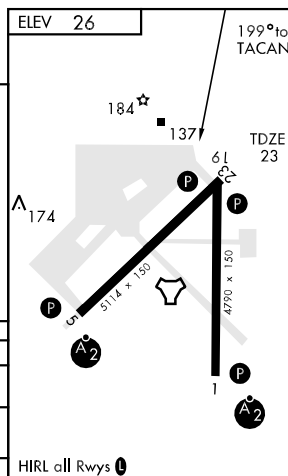
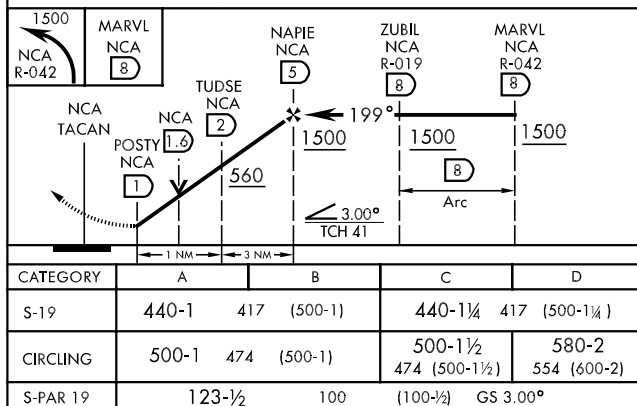
CLNC DEL 239.025

ASR/PAR

CAUTION: Intmed seg len 3 NM.



EMERG SAFE ALT 100 NM 3400



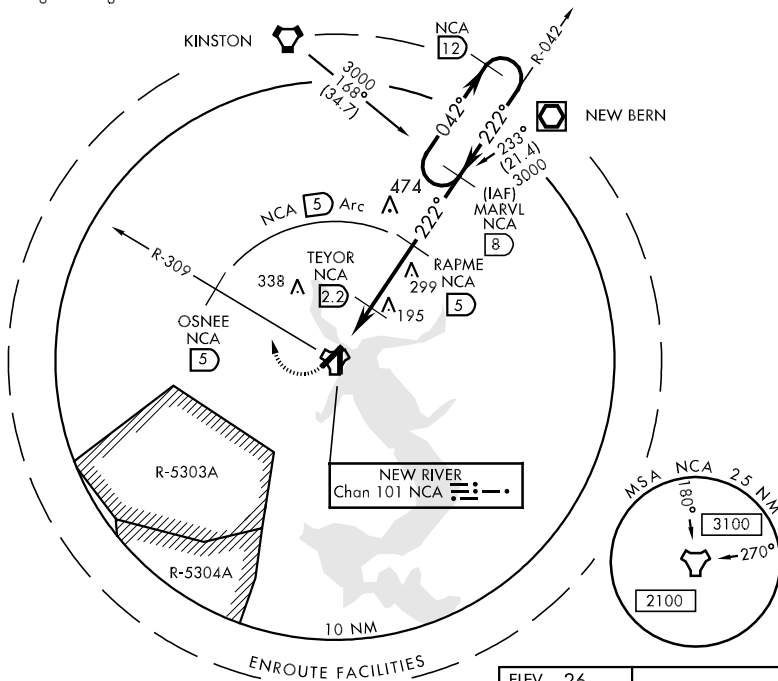
TACAN NCA Chan 101	APCH CRS 222°	Rwy Idg TDZE 25 Arpt Elev 26
------------------------------	-------------------------	--

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

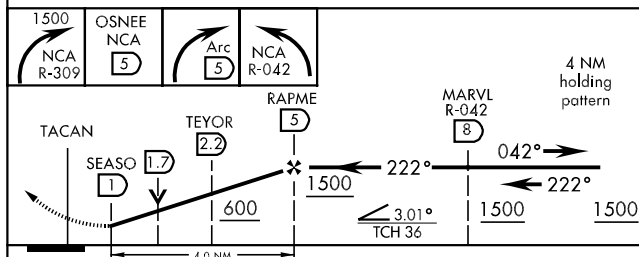
MISSED APPROACH: Climbing right turn to 1500 via NCA R-309 to OSNEE. Arc N via NCA TACAN 5 DME Arc to RAPME, then via R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 239.025	ASR/PAR
--------------------------	---	--	---------------------------------	----------------------------	---------

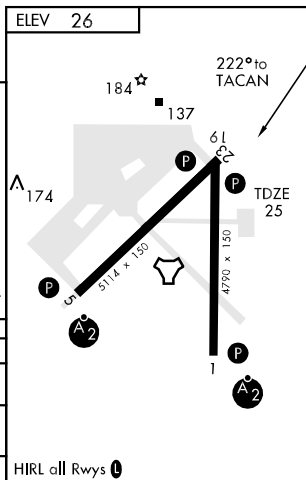
CAUTION: Intimed segment length 3 NM.



EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
S-23	440-1	415 (500-1)	440-1½	415 (500-1½)
CIRCLING	500-1	474 (500-1)	500-1½	580-2
S-PAR 23	125-½	100	(100-½)	GS 3.00°



HURDLE MILLS

WHITFIELD FARMS (4W4) 2 W UTC-5(-4DT) N36°17.01' W79°04.73'

CINCINNATI

653 NOTAM FILE RDU

RWY 03-21: 1950X70 (TURF)

RWY 03: Trees. **RWY 21:** Thld dspcd 400'. Trees.

AIRPORT REMARKS: Unattended. Be alert farm equipment/cattle may be on strip; salvage acft left side of Rwy 03.

Small radio control model airplanes operate on airport. Owner prefers ldfs to the S and tkfs to the N. Rwy 03-21, marked by yellow cones.

COMMUNICATIONS: CTAF 122.9

HYDE CO (See ENGELHARD)

INDIAN TRAIL

GOOSE CREEK (28A) 6 NE UTC-5(-4DT) N35°07.26' W80°35.24'

CHARLOTTE

565 B **FUEL** 100LL TPA—See Remarks NOTAM FILE RDU

RWY 04-22: H2350X35 (ASPH) LIRL (NSTD)

RWY 04: Thld dspcd 122'. Trees. **RWY 22:** Tree.

AIRPORT REMARKS: Attended irregularly. Call for fuel (704) 882-1102. Use caution due to extensive ultralight activity.

Farm equipment on and invof arpt. Birds and wildlife on and invof arpt. Rwy 04 ngt ldfs not authorized. Rwy 04-22 has 4' electric fence 65' from centerline on southeast side. Rwy 04-22 has 15' dropoff 50' from centerline on southeast side at midfield. Rwy 04-22 has 15' roads 55' from centerline both sides of rwy. Rgt tfc Rwy 04 and Rwy 22 for ultralights only. TPA for ultralights 1100(535)), TPA for all other acft 1600(1035). Rwy 04-22 frist 400' southwest end unlgtd. Rwy 04-22 NSTD LIRL no thld lgts. Arpt lgts opr dusk-0530Z†.

COMMUNICATIONS: CTAF/UNICOM 123.0

JAARS-TOWNSEND (See WAXHAW)

JACKSON CO (See SYLVA)

JACKSONVILLE

ALBERT J ELLIS (OAJ) 10 NW UTC-5(-4DT) N34°49.75' W77°36.73'

CHARLOTTE

94 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE OAJ

H-9C, 12G, L-35B

RWY 05-23: H7100X150 (ASPH-GRVD) S-75, D-175, 2S-175, 2D-300 HIRL

IAP

RWY 05: MALSR. PAPI(P4L)—GA 3.0°TCH 55'.

RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 47'.

AIRPORT REMARKS: Attended 1000-0100Z†. For fuel other hrs call 910-347-8366. CLOSED to air carrier ops with more than 30 passenger seats 0500-1000Z† except PPR call arpt manager 910-324-1100. Class I, ARFF Index A. Index B ARFF equipment is avbl. Arpt CLOSED to all military acft over 17,000 lbs for air carrier ramp ops except 24 hr PPR. Call arpt manager Mon-Fri 910-324-1100. 180° turns on Rwy 05-23 not authorized for acft 60,000 pounds and over. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05, REIL Rwy 23 and PAPI Rwy 05 and Rwy 23—CTAF. HIRL step 3 only.

WEATHER DATA SOURCES: AWOS-3 124.475 (910) 324-5233.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ WILMINGTON APP/DEP CON 135.75 (1100-0400Z†) CLNC DEL 121.4

Ⓡ WASHINGTON CENTER APP/DEP CON 135.75 (0400-1100Z†)

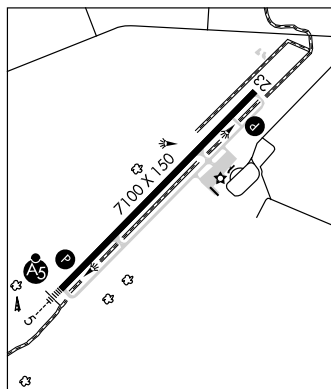
AIRSPACE: CLASS E svc Sun-Fri 1100-0500Z†, Sat 1100-0430Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 045° 82.2 NM to fld. 20/03W.

ELLAS NDB (LOM) 261 OA N34°45.03' W77°42.27' 052° 6.6 NM to fld. Unmonitored. NOTAM FILE OAJ.

ILS/DME 108.7 I-OAJ Chan 24 Rwy 05. LOM ELLAS NDB. LOM ELLAS NDB unmonitored.



SKY MANOR (N22) 8 W UTC-5(-4DT) N34°43.01' W77°35.53'

CHARLOTTE

60 NOTAM FILE RDU

RWY 08-26: 3610X85 (TURF)

RWY 08: Thld dspcd 595'. Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Unattended. CAUTION—Areas of standing water on rwy after rains. Be alert, deer invof arpt. West half of rwy extremely soft when wet. Tkf and ldf in strong crosswinds not recommended due to severe drafts from trees. Rwy 08-26 marked with 2' yellow cones. Cones obscured by grass and brush.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-OAJ 108.7 Chan 24	APP CRS 052°	Rwy Idg TDZE Apt Elev	7100 90 94
---	------------------------	-----------------------------	---------------------------------------

ILS or LOC RWY 5

JACKSONVILLE/ALBERT J. ELLIS (OAJ)

ADF REQUIRED. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase S-ILS all Cats and S-LOC Cats C/D visibility ¼ mile. VDP NA when using Wilmington altimeter setting.



MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.3 DME and hold.

AWOS-3

124.475

WILMINGTON APP CON ★

135.75 317.425 (344°-163°)

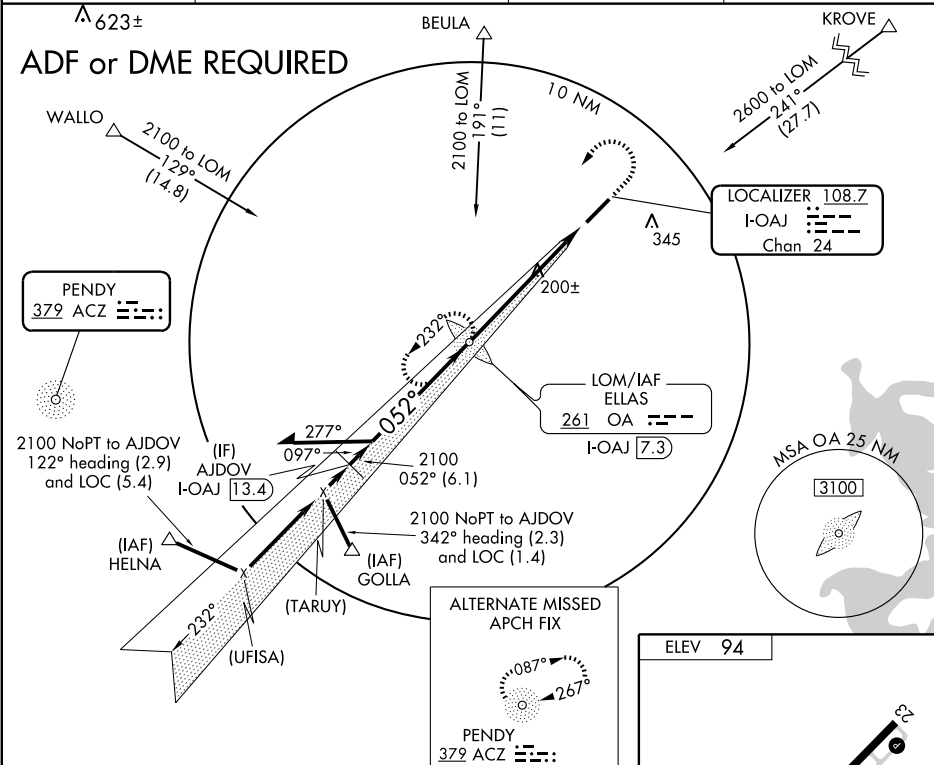
CLNC DEL

121.4 257.6

UNICOM

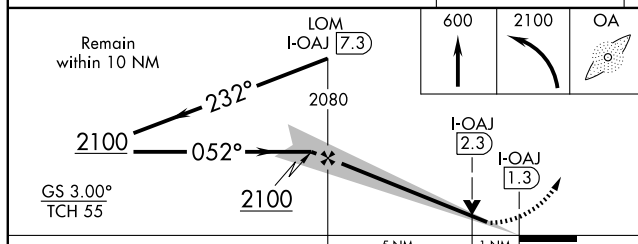
123.0 (CTAF) 0

ADF or DME REQUIRED

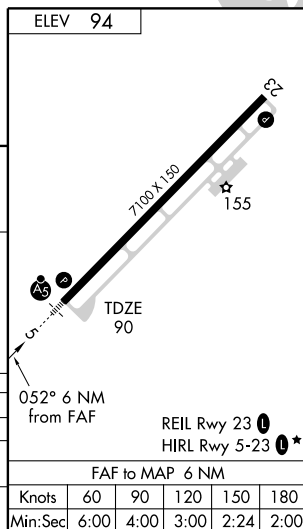


SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-ILS 5		290-½	200 (200-½)	
S-LOC 5		460-½	370 (400-½)	460-¾ 370 (400-¾)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)



JACKSONVILLE, NORTH CAROLINA

Amdt 8A 10210

JACKSONVILLE/ALBERT J. ELLIS (OAJ)

34° 50'N - 77° 37'W

ILS or LOC RWY 5

NDB RWY 5

JACKSONVILLE/ALBERT J. ELLIS (OAJ)

When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 100 feet and S-5 visibility Cats C and D ¼ mile.

MALSR



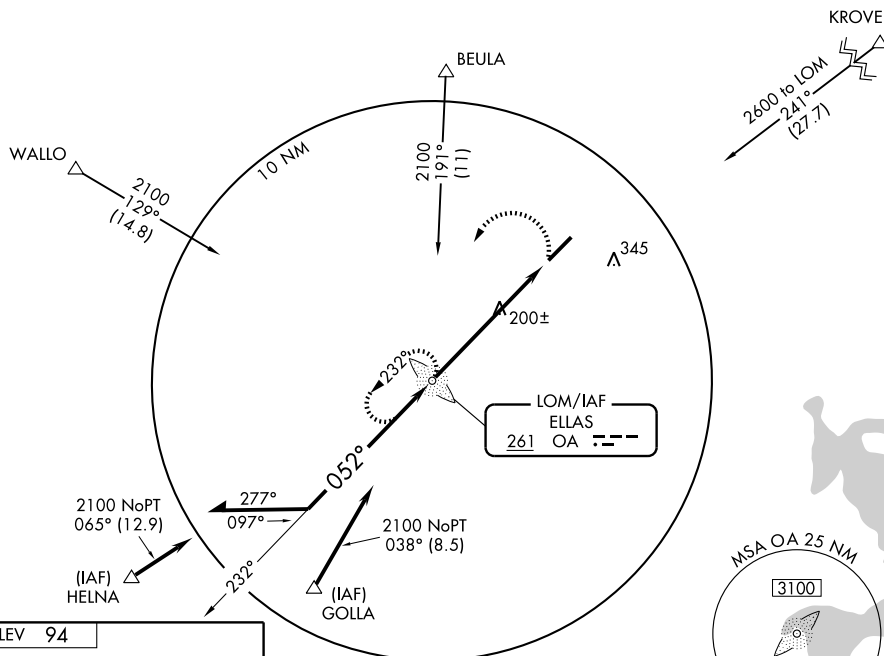
MISSED APPROACH: Climbing left turn to 2100 direct OA LOM and hold.

AWOS-3
124.475

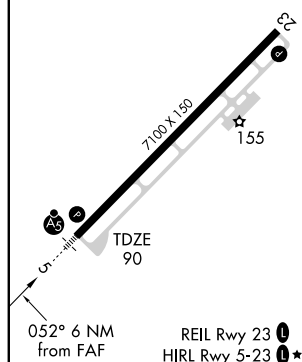
WILMINGTON APP CON ★
135.75 317.425 (344°-163°)

CLNC DEL
121.4 257.6

UNICOM
123.0 (CTAF) **0**



ELEV 94



052° 6 NM from FAF

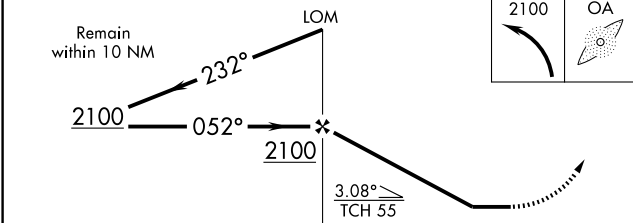
REIL Rwy 23 **0**
HIRL Rwy 5-23 **0** ★

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

JACKSONVILLE, NORTH CAROLINA

Amdt 8 10210



CATEGORY	A	B	C	D
S-5	500-¾	410 (500-¾)		500-1 410 (500-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

JACKSONVILLE/ALBERT J. ELLIS (OAJ)

NDB RWY 5

34° 50'N - 77° 37'W

WAAS CH 49009 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	7100 90 94
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 5

JACKSONVILLE/ALBERT J. ELLIS (OAJ)

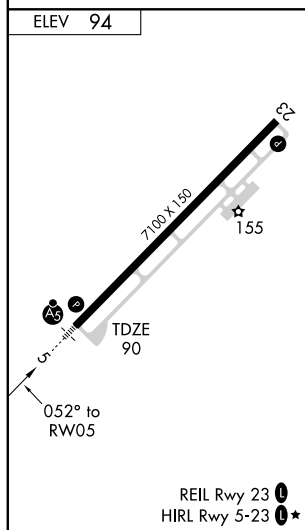
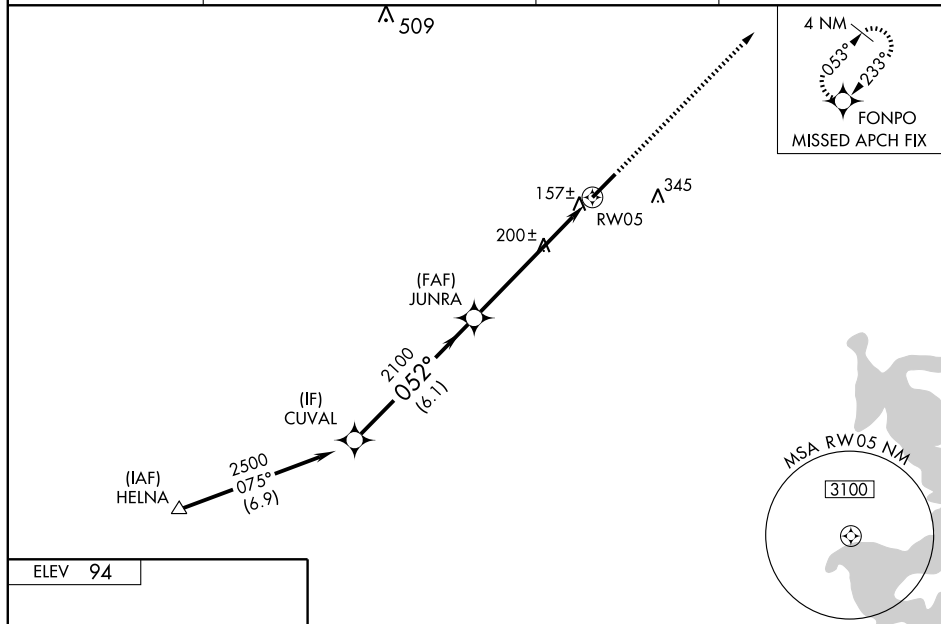
⚠ Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile, LNAV Cat C ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1, LNAV Cat D visibility to 1¼. For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to 1¼ miles.

MALSR



MISSED APPROACH:
Climb to 3100 direct
FONPO and hold.

AWOS-3 124.475	WILMINGTON APP CON ★ 135.75 317.425 (344°-1633°)	CLNC DEL 121.4 257.6	UNICOM 123.0 (CTAF) 0
--------------------------	--	--------------------------------	--



Procedure	CUVAL	2500	JUNRA	2100	RW05
Turn	NA	052°			
GS	3.00°				
TCH	55				
	6.1 NM	5 NM	1 NM		
CATEGORY	A	B	C	D	
LPV DA		375-½	285 (300-½)		
LNAV/VNAV DA		428-¾	338 (400-¾)		
LNAV MDA		460-½	370 (400-½)		460-1 370 (400-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-½ 466 (500-½)		660-2 566 (600-2)

3100 FONPO

* LNAV only.

JEFFERSON**ASHE CO**

(GEV) 3E UTC-5(-4DT) N36°25.95' W81°25.18'

3180 B S4 FUEL 100LL, JET A1+ NOTAM FILE GEV

RWY 10-28: H4293X75 (ASPH) S-12.5 MIRL 1.8% up W

RWY 10: Trees.

RWY 28: REIL. VASI(V2L)—GA 3.3° TCH 44'. Brush.

AIRPORT REMARKS: Attended 1400-2200Z. CLOSED Christmas day.
 For svc after hrs call 336-877-1102. Rising terrain all quadrants.
 Rwy 28 has an uphill grade. Rws 10 and 28 safety areas have
 100 ft dropoffs 270 ft from thld. Rwy 28, 100' dropoffs 90' left
 and right of centerline. Construction activity on ramp and twy.
 Deer invof arpt. Rwy 28 mountain penetrates VASI glide slope.
 ACTIVATE MIRL Rwy 10-28; VASI Rwy 28 and REIL Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (336) 982-5555.**COMMUNICATIONS:** CTAF/UNICOM 122.8

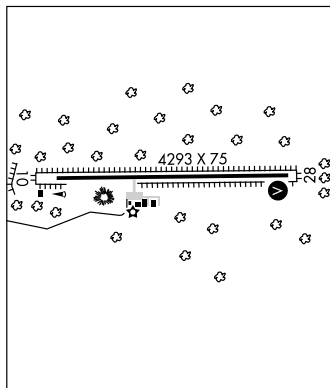
Ⓡ ATLANTA CENTER APP/DEP CON 125.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTAC 114.6 HMV Chan 93 N36°26.22'
 W82°07.77' 094° 34.4 NM to fld. 4321/04W.

ASHEE NDB (MHW/LOM) 410 JU N36°26.04' W81°19.32' 276°
 4.7 NM to fld. NOTAM FLD GEV.

ILS/DME 109.35 I-JUH Chan 30 Rwy 28. LOM ASHEE
 NDB. LOC only. DME unusable byd 15° left of course.

**JIGEL** N34°32.76' W79°08.30' NOTAM FILE LBT.

NDB (MHW/LOM) 384 JB 054° 5.5 NM to Lumberton Muni.

CHARLOTTE

L-24J, 35A, 36E

JOHNSTON CO

(See SMITHFIELD)

JONESVILLE**SWAN CREEK** (78A) 3 SW UTC-5(-4DT) N36°12.14' W80°52.09'

1135 NOTAM FILE RDU

RWY 10-28: 2600X200 (TURF)

RWY 10: Trees. RWY 28: Hill.

RWY 02-20: 1650X200 (TURF)

RWY 02: Road. RWY 20: Trees.

AIRPORT REMARKS: Attended irregularly. Arpt CLOSED to transient acft. Parachute Jumping. No line-of-sight between
 rwy ends. Rwy 10 slopes uphill; Rwy 02 first half slopes uphill. Rwy 20+3' fence 40' prior to thld. Arpt phone
 919-835-9555.

COMMUNICATIONS: CTAF 122.9

CINCINNATI

JULIAN**KECKS** (N88) 2 NE UTC-5(-4DT) N35°55.59' W79°37.65'

724 NOTAM FILE RDU

RWY 05-23: 1400X75 (TURF)

RWY 05: Pole. RWY 23: Pole.

AIRPORT REMARKS: Unattended. Agricultural equipment occasionally on rwy. Buildings on NW edge of rwy. 4 livestock
 fence below rwy grade across end of each rwy.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE

JURLY N35°28.50' W78°25.52' NOTAM FILE JNX.

NDB (MHW/LOM) 263 JN 032°4.3 NM to Johnston Co. NDB unmonitored 2200-1300Z.

NDB unusable byd 15 NM.

CHARLOTTE

L-35B, 36F

KATFI N35°01.29' W77°04.77' NOTAM FILE EWN.

NDB (LOM) 362 EW 038° 3.6 NM to COASTAL CAROLINA RGNL.

CHARLOTTE

KEANS N35°31.97' W82°35.25' NOTAM FILE AVL.

NDB (LOM) 357 IM 163° 6.2 NM to Asheville Rgnl. ILS OTS 0330-1130Z indef.

ATLANTA

KECKS (See JULIAN)

LOC/DME I-JUH 109.35 Chan 30 (Y)	APP CRS 276°	Rwy Idg TDZE Apt Elev 4293 3156 3180
--	------------------------	--

LOC RWY 28

JEFFERSON/ ASHE COUNTY (GEV)

ADF REQUIRED

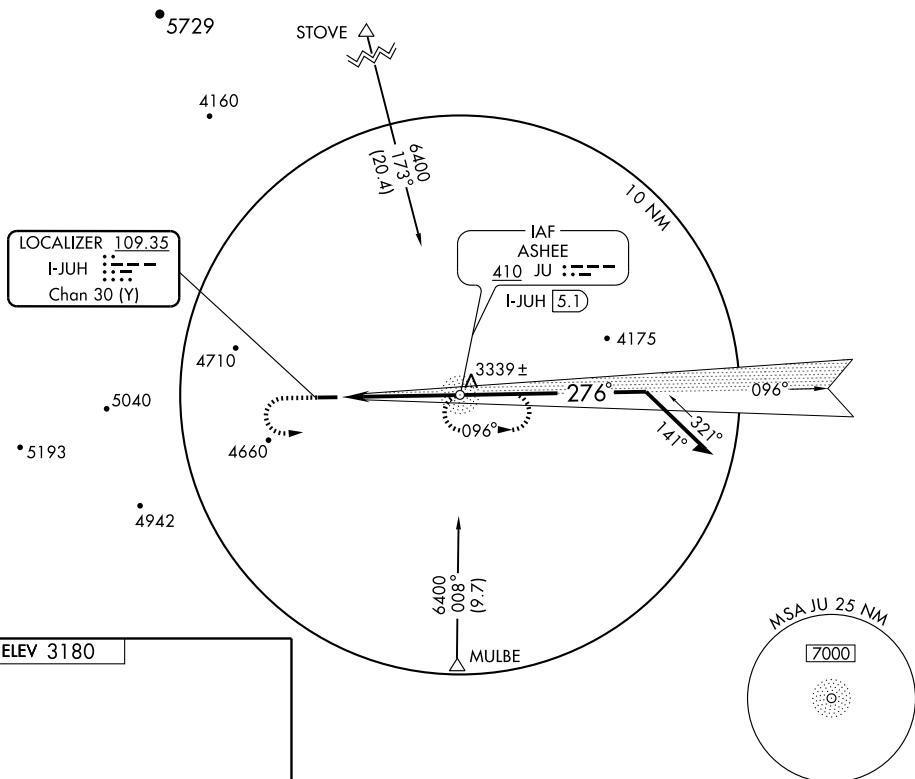
NA

MISSED APPROACH: Climb to 5100 then climbing left turn to 6400 direct JU NDB and hold.

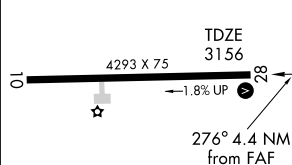
AWOS-3
120.675

ATLANTA CENTER
125.15 263.0

UNICOM
122.8 (CTAF) 0*



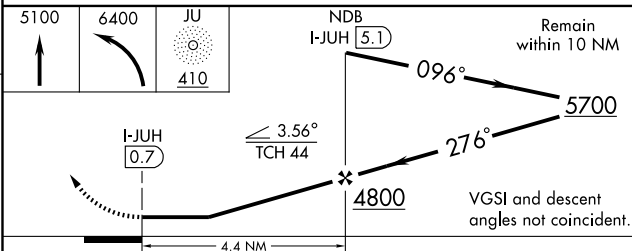
ELEV 3180



REIL Rwy 28 0*

MIRL Rwy 10-28 0*

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-28	4300-1¼ 1144 (1200-1¼)	4300-1½ 1144 (1200-1½)	4300-3 1144 (1200-3)	
CIRCLING	4300-1¼ 1120 (1200-1¼)	4300-1½ 1120 (1200-1½)	4300-3 1120 (1200-3)	4680-3 1500 (1500-3)

APP CRS	Rwy Idg	4293
276°	TDZE	3156
	Apt Elev	3180

RNAV (GPS) RWY 28

JEFFERSON/ASHE COUNTY (GEV)

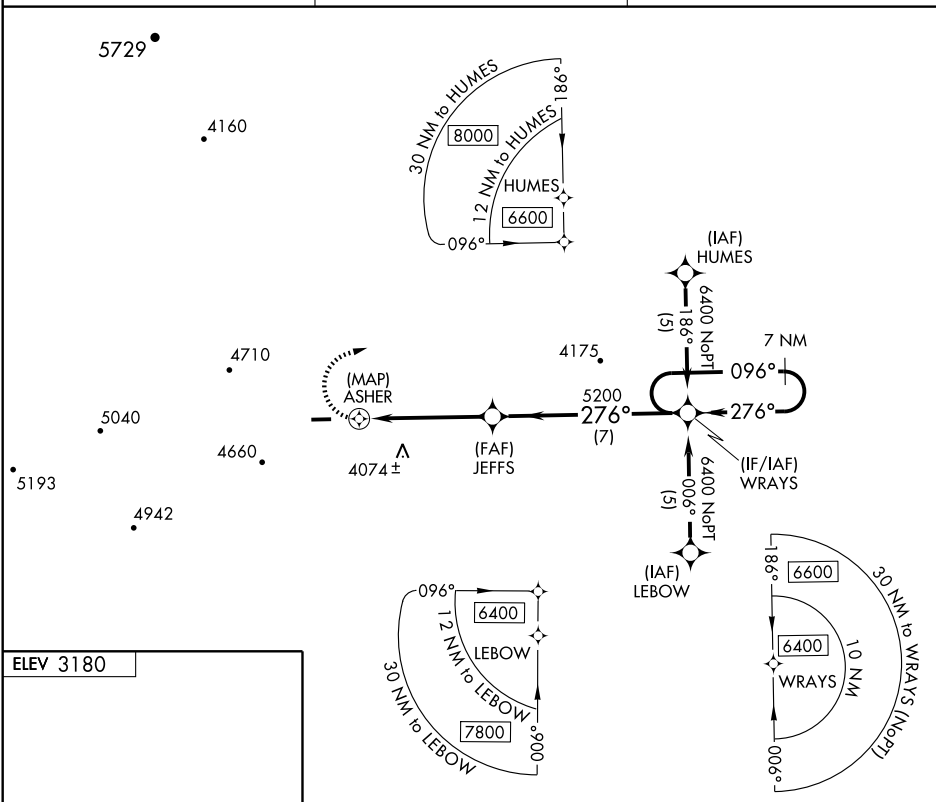
▼ DME/DME RNP-0.3 NA. VDP NA when using Mountain Empire altimeter setting. When local altimeter setting not received, use Mountain Empire altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climbing right turn to 6400 direct WRAYS and hold.

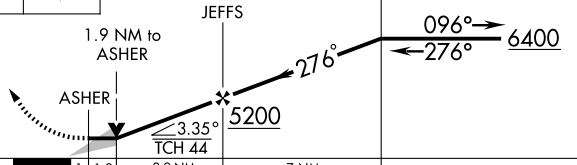
AWOS-3
120.675

ATLANTA CENTER
125.15 263.0

UNICOM
122.8 (CTAF) 0 ★



ELEV 3180



CATEGORY	A	B	C	D
LNVA MDA	4160-1¼ 1004 (1000-1¼)	4160-1½ 1004 (1000-1½)	4160-3 1004 (1000-3)	
CIRCLING	4280-1¼ 1100 (1100-1¼)	4280-1½ 1100 (1100-1½)	4280-3 1100 (1100-3)	4680-3 1500 (1500-3)

REIL Rwy 28 0 ★
MIRL Rwy 10-28 0 ★

KENAN N35°04.34' W77°55.13' NOTAM FILE DPL.

NDB (MHW) 332 DKA 223° 5.3 NM to Duplin Co.

CHARLOTTE

L-35B

KENANSVILLE

DUPLIN CO

(DPL) 2 NW UTC-5(-4DT) N35°00.00' W77°58.90'

136 B S4 FUEL 100LL, JET A1 + OX 3 NOTAM FILE DPL

RWY 05-23: H6002X75 (ASPH) S-30, D-50 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1200-0000Z†, Sun

1800-0000Z†; Nov-Mar Mon-Sat 1300-2300Z†, Sun

1800-2300Z†. Deer/dogs/birds on and invof arpt. Twy lgts OTS

indef. PAPI Rwy 05 and Rwy 23 opr continuously. ACTIVATE REIL

Rwy 05 and Rwy 23—CTAF. MIRL Rwy 05-23 on until midnight.

After midnight, ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (910) 296-9688.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ SEYMOUR JOHNSON APP/DEP CON 119.7 (1200-0430Z†)

WASHINGTON CENTER APP/DEP CON 135.5 (0430-1200Z†)

GCO 135.075 (SEYMOUR JOHNSON CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

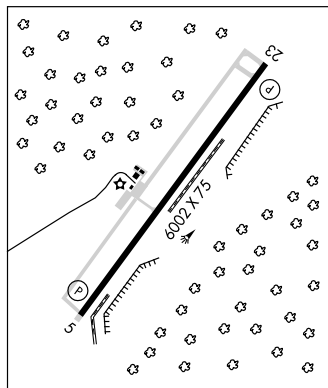
W77°33.50' 228° 30.5 NM to fld. 106/05W.

KENAN NDB (MHW) 332 DKA N35°04.34' W77°55.13'

223° 5.3 NM to fld. NOTAM FILE DPL.

ILS 110.1 I-PZR Rwy 23. LOC only. LOC unusable byd

20° left of course. Unmonitored.



KILL DEVIL HILLS

FIRST FLIGHT

(FFA) 1 W UTC-5(-4DT) N36°01.09' W75°40.28'

13 TPA-813(800) NOTAM FILE FFA

RWY 02-20: H3000X60 (ASPH) S-10

RWY 02: Road. RWY 20: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Airport CLOSED 30 minutes after SS until 30 minutes before SR. Hang gliding and powered hang gliding to 4000' invof arpt from SR-SS year round. Unmarked p-lines in apch area Rwy 02; 300' twr and tank ½ mile N of Rwy 20 thld. Deer and birds on and invof arpt. PPR Superintendent Cape Hatteras National Seashore, Manteo, NC, required for acct over 12,500 lbs. Windsock partially obscured by trees from apron. A maximum of 24 hrs parking permitted. No more than two overnight stays per month. Restroom facilities on site, key code access to Pilot Lounge.

WEATHER DATA SOURCES: AWOS-3 118.075 (252) 449-0698.

COMMUNICATIONS: CTAF 122.9

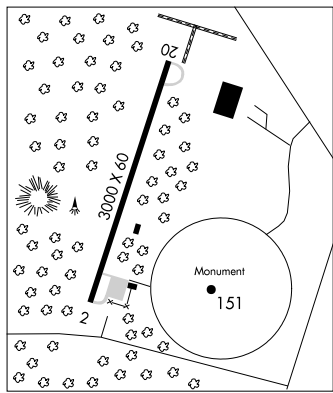
RADIO AIDS TO NAVIGATION: NOTAM FILE MQI.

WRIGHT BROTHERS (T) VORW/DME 111.6 RBX Chan 53

N35°55.23' W75°41.82' 020° 6 NM to fld. 10/08W.

WASHINGTON

L-35D



APP CRS	Rwy Idg	6002
043°	TDZE	136
	Apt Elev	137

GPS RWY 5

KENANSVILLE/DUPLIN COUNTY (DPL)



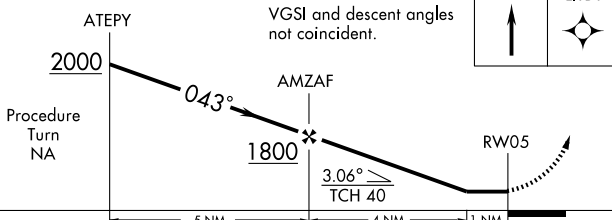
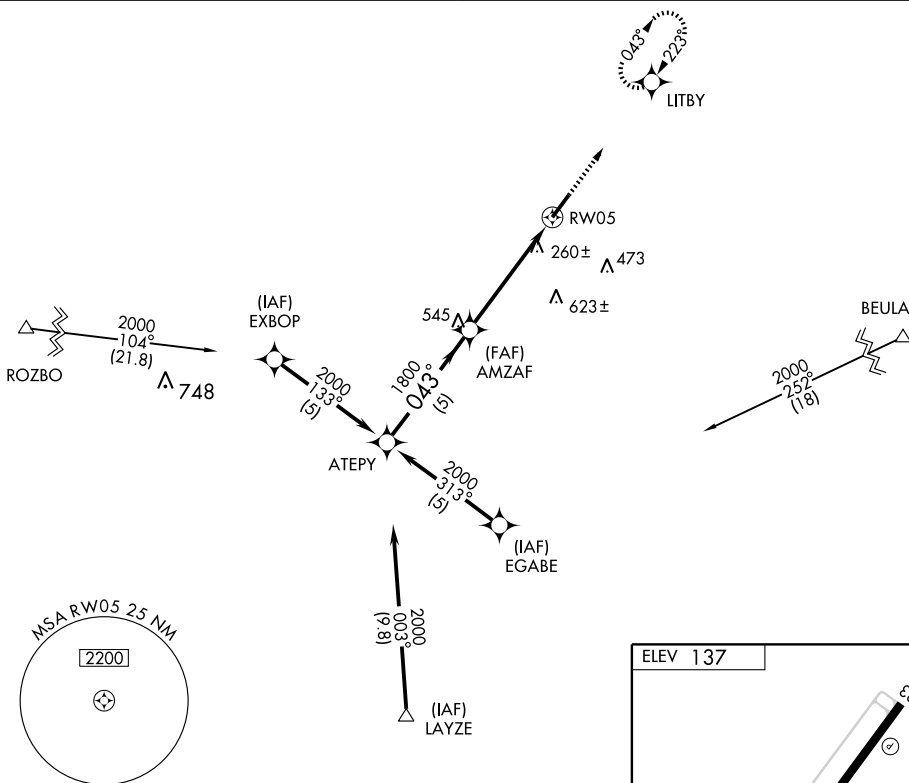
MISSED APPROACH: Climb to 1700
direct LITBY WP and hold.

AWOS-3
120.675

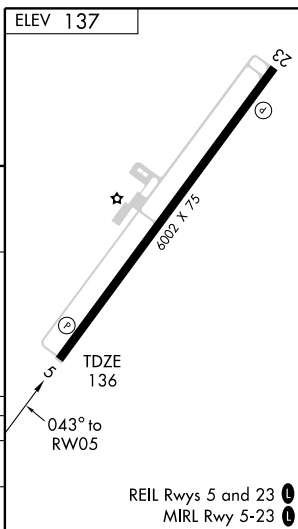
SEYMOUR JOHNSON APP CON★
119.7 273.6

GCO
135.075

UNICOM
123.0 (CTAF) **1**



CATEGORY	A	B	C	D
S-5	520-1	384 (400-1)		520-1¼ 384 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)



APP CRS **223°**
 Rwy Idg **6002**
 TDZE **137**
 Apt Elev **137**

GPS RWY 23

KENANSVILLE/ DUPLIN COUNTY (DPL)



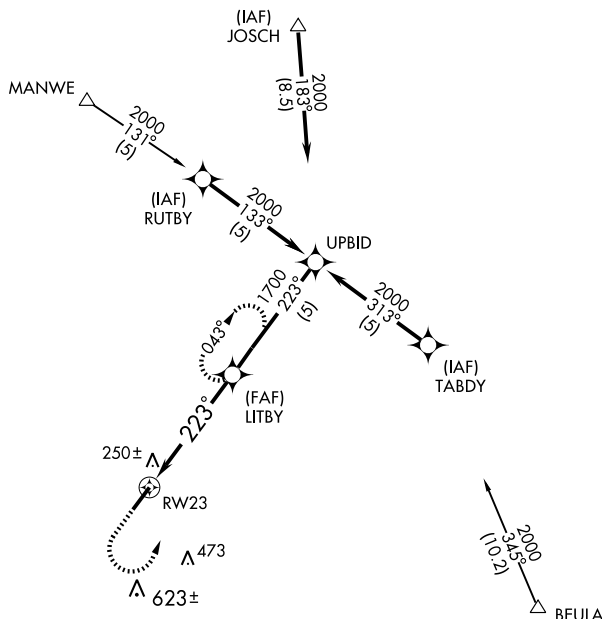
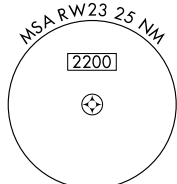
MISSED APPROACH: Climb to 1000 then climbing
 left turn to 1700 direct LITBY WP and hold.

AWOS-3
120.675

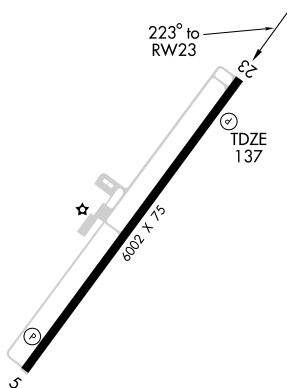
SEYMOUR JOHNSON APP CON★
119.7 273.6

GCO
135.075

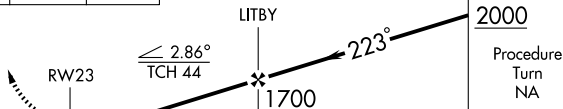
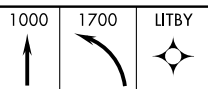
UNICOM
123.0 (CTAF) **0**



ELEV 137



REIL Rwy 5 and 23 **0**
 MRL Rwy 5-23 **0**



	1 NM		4 NM		5 NM		
CATEGORY	A		B		C		D
S-23	500-1		363 (400-1)				500-1¼ 363 (400-1¼)
CIRCLING	560-1 423 (500-1)		600-1 463 (500-1)		600-1½ 463 (500-1½)		760-2 623 (700-2)

KENANSVILLE, NORTH CAROLINA

Orig-B 10210

KENANSVILLE/ DUPLIN COUNTY (DPL)

35° 00'N - 77° 59'W

GPS RWY 23

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

LOC I-PZR 110.1	APP CRS 223°	Rwy Idg TDZE Apt Elev	6002 137 137
---------------------------	------------------------	-----------------------------	---

LOC RWY 23

KENANSVILLE/DUPLIN COUNTY (DPL)



ADF REQUIRED

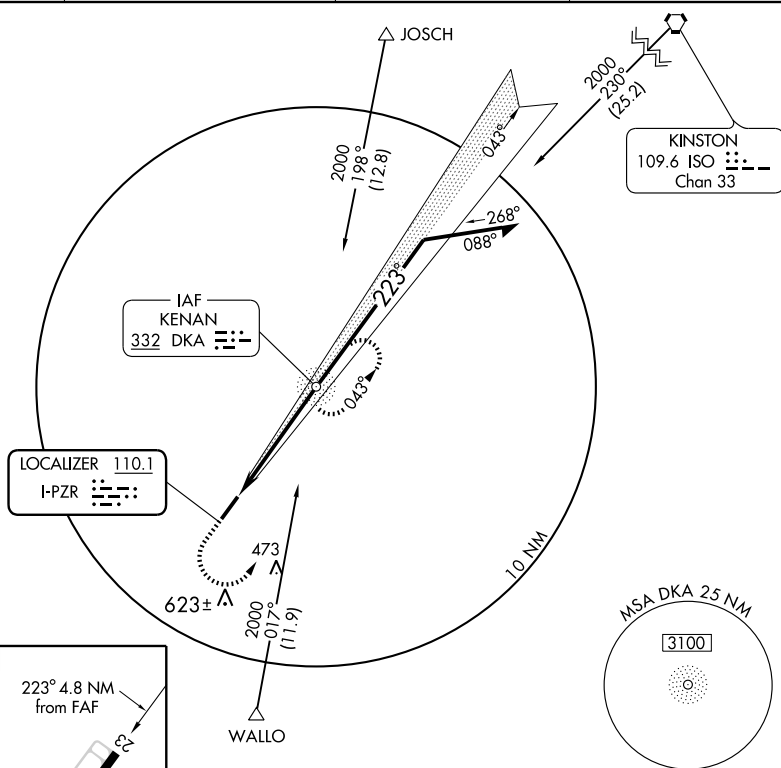
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct DKA NDB and hold.

AWOS-3
120.675

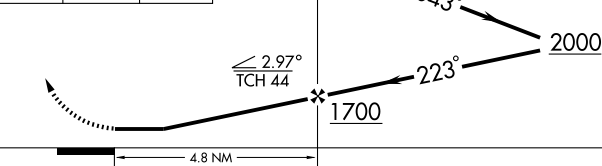
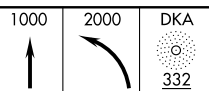
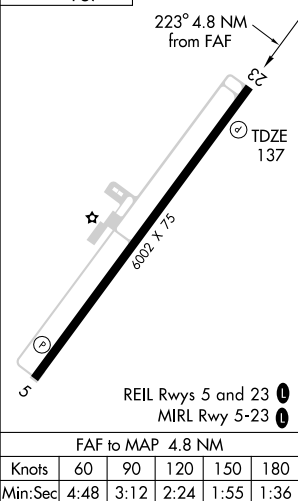
SEYMOUR JOHNSON APP CON*
119.7 273.6

GCO
135.075

UNICOM
123.0 (CTAF) **1**

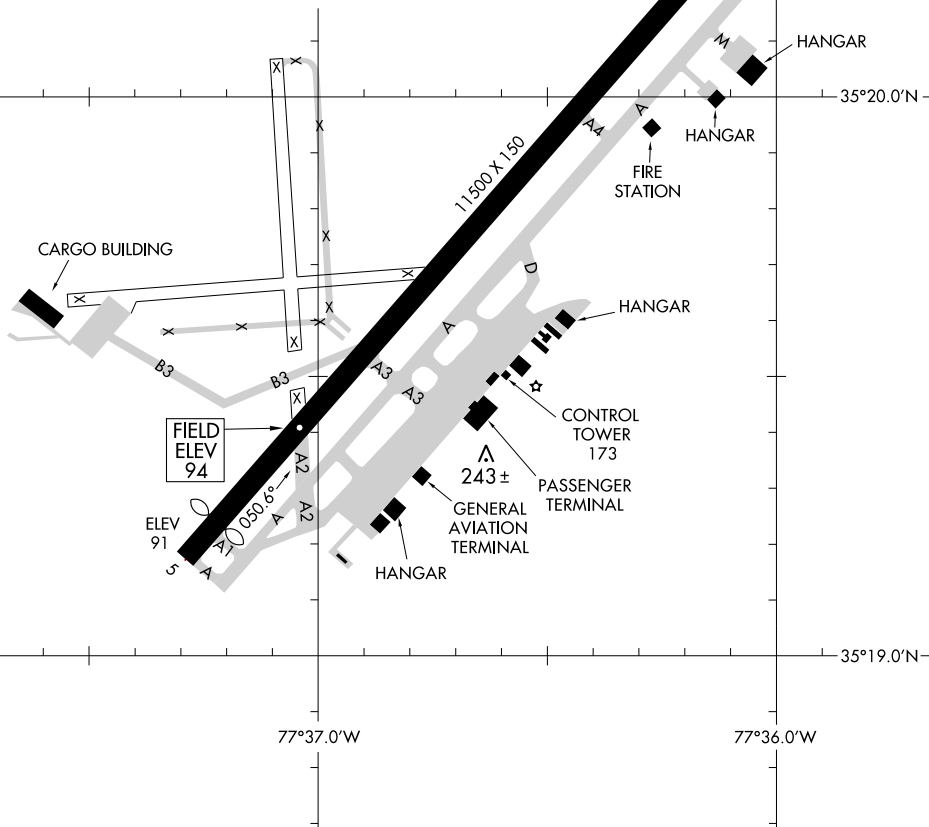


ELEV 137



CATEGORY	A	B	C	D
S-23	560-1 423 (500-1)		560-1½ 423 (500-1½)	
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

AIRPORT DIAGRAM

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)
AL-5038 (FAA) KINSTON, NORTH CAROLINAKINSTON TOWER
120.6 335.55
GND CON
121.9RWY 05-23
S-90, D-135, 2S-175, 2D-260CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

KINSTON, NORTH CAROLINA
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO) 3 NW UTC-5(-4DT)

N35°19.89' W77°36.53'

93 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ISO**RWY 05-23:** H11500X150 (ASPH-GRVD) S-90, D-135, 2S-175, 2D-260 HIRL**RWY 05:** MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Thld dsplcd 540'.**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 74'. Pole.**AIRPORT REMARKS:** Attended 1130-0300Z±. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 252-522-2922. When twr clsd ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05 and REIL Rwy 23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 132.75 (252) 522-2712. LAWRS.**COMMUNICATIONS:** CTAF 120.6 UNICOM 122.95

RCO 122.15R 109.6T (RALEIGH RADIO)

⑧ **SEYMOUR JOHNSON APP/DEP CON** 127.3 (1200-0430Z±)**WASHINGTON CENTER APP/DEP CON** 135.5 (0430-1200Z±)**TOWER** 120.6 (1130-0300Z±) **GND CON** 121.9**AIRSPACE:** CLASS D svc 1130-0300Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISO.(L) **VORTAC** 109.6 ISO Chan 33 N35°22.26' W77°33.50' 231° 3.4 NM to fld. 106/05W.

VOR portion unusable 221°-231° byd 30 NM blo 2000'.

STALS NDB (LOM) 276 IS N35°14.64' W77°41.90' 049° 6.8 NM to fld.**ILS** 111.3 I-ISO Rwy 05. Class IT. LOM **STALS NDB**. Unmonitored when twr clsd. LOC BC unusable. MM OTS indef.**LAKE NORMAN AIRPARK** (See MOORESVILLE)**LANEYS** (See MAIDEN)**LAURINBURG-MAXTON** (See MAXTON)**LEEEO** N35°29.84' W79°08.40' NOTAM FILE TTA.**NDB (MHW/LOM)** 406 TT 028° 5.5 NM to Sanford-Lee Co Rgnl.

CHARLOTTE

L-35B, 36F

LEEUV N35°55.63' W78°43.32' NOTAM FILE RDU.**NDB (HW/LOM)** 350 LE 234° 4.4 NM to Raleigh-Durham Intl.

CHARLOTTE

L-36F

LEXINGTON**DAVIDSON CO** (EXX) 3 SW UTC-5(-4DT) N35°46.87' W80°18.23'733 B S4 **FUEL** 100LL, JET A+ NOTAM FILE EXX**RWY 06-24:** H5004X99 (ASPH) MIRL 0.6% up SW**RWY 06:** REIL. PAPI(P2L)—GA 4.0° TCH 32'. Trees.**RWY 24:** REIL. PAPI(P2L)—GA 3.5° TCH 35'. Trees.**AIRPORT REMARKS:** Attended 1300-0230Z±. Wildlife on and invof arpt.

Follow taxiway centerline to parking. Maximum ramp weight

30,000 pounds single wheel, 60,000 pounds dual wheel. After

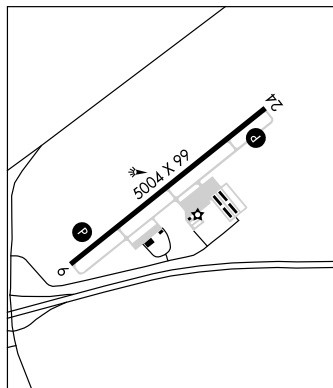
0500Z± ACTIVATE PAPI Rwy 06 and Rwy 24, REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.825 (336) 956-2967.**COMMUNICATIONS:** CTAF/UNICOM 122.8⑧ **GREENSBORO APP/DEP CON** 118.5**GCO** 135.075 (GREENSBORO CLNC and FLIGHT SERVICES)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GSO.**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74'W79°58.58' 228° 22.5 NM to fld. 879/3W. **HIWAS**.**ILS/DME** 108.75 I-EXX Chan 24(Y) Rwy 06**COMM/NAV/WEATHER REMARKS:** GCO OTS indef.

CHARLOTTE

H-9B, 12G, L-25D, 36F

IAP

**LIBERTY** N35°48.70' W79°36.76' NOTAM FILE RDU.(L) **VORTAC** 113.0 LIB Chan 77 001° 6.1 NM to Causey. 830/03W.**RCO** 122.1R 113.0T (RALEIGH RADIO)

CHARLOTTE

H-9C, L-25E, 36F

LOC I-ISO 111.3	APP CRS 050°	Rwy ldg 10960 TDZE 94 Apt Elev 94
---------------------------	------------------------	--

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

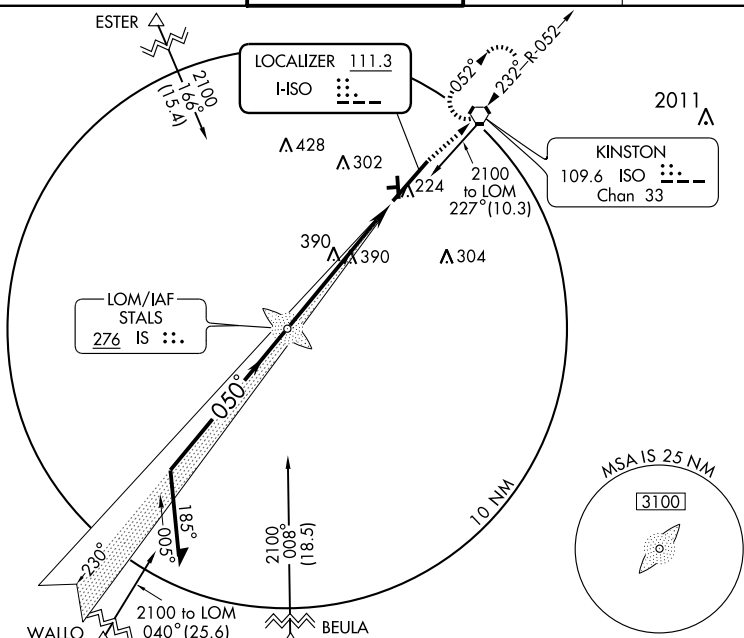


When control tower closed, use
Seymour Johnson AFB altimeter setting.
ADF REQUIRED

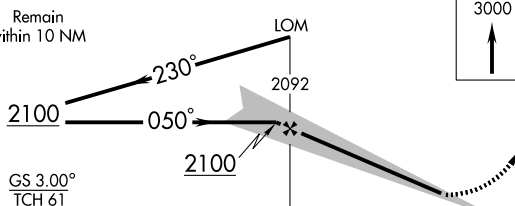


MISSED APPROACH: Climb to 3000
direct ISO VORTAC and hold.

AWOS-3 132.75	SEYMOUR JOHNSON APP CON ★ 127.3 273.6	KINSTON TOWER ★ 120.6 (CTAF) 335.55	GND CON 121.9	UNICOM 122.95
-------------------------	---	---	-------------------------	-------------------------



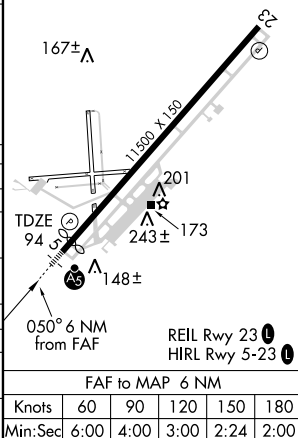
Remain
within 10 NM



3000
↑
ISO
109.6

ELEV 94 Rwy 5 ldg 10960'

CATEGORY	A	B	C	D
S-ILS 5	294-1/2 200 (200-1/2)			
S-LOC 5	640-1/2	546 (600-1/2)	640-1 546 (600-1)	640-1 1/4 546 (600-1 1/4)
CIRCLING	640-1	546 (600-1)	640-1 1/2 546 (600-1 1/2)	660-2 566 (600-2)
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS				
S-ILS 5	336-1/2 242 (300-1/2)			
S-LOC 5	700-1/2	606 (700-1/2)	700-1 1/4 606 (700-1 1/4)	700-1 1/2 606 (700-1 1/2)
CIRCLING	700-1	606 (700-1)	700-1 3/4 606 (700-1 3/4)	700-2 606 (700-2)



WAAS CH 82004 W05A	APP CRS 050°	Rwy Idg 10960 TDZE 94 Apt Elev 94
--	------------------------	--

RNAV (GPS) RWY 5

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

▼ If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 500 feet, increase LNAV/VNAV DA to 533 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ mile all Cats. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR



MISSED APPROACH:
Climb to 2500 direct
WINTI and hold.

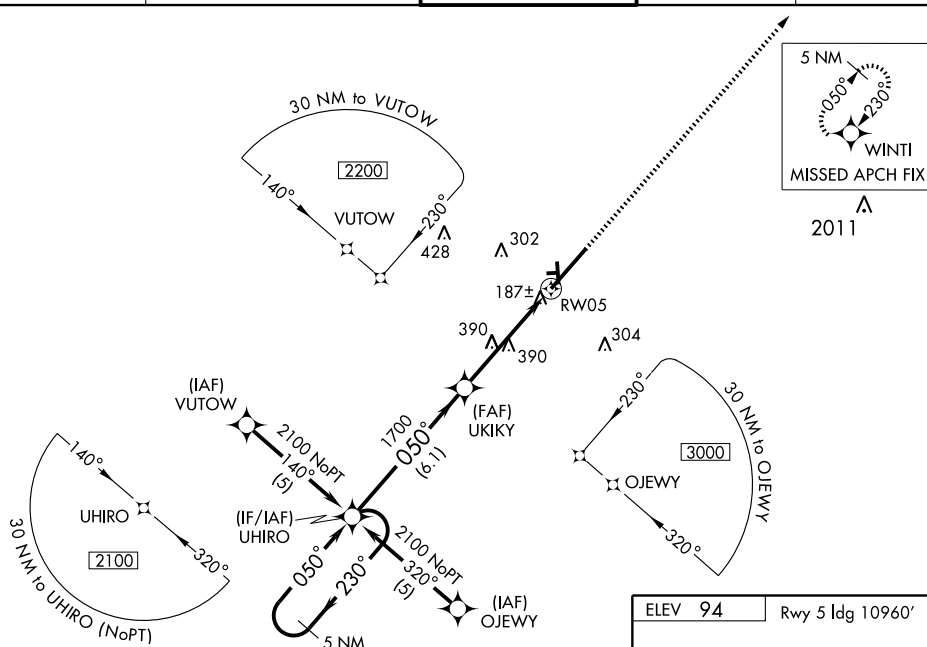
AWOS-3
132.75

SEYMOUR JOHNSON APP CON ★
127.3 273.6

KINSTON TOWER ★
120.6 (CTAF) 335.55

GND CON
121.9

UNICOM
122.95



5 NM
Holding Pattern

2100
← 230°
→ 050°

GS 3.00°
TCH 60

UHIRO

UKIKY

2500

WINTI

*LNAV Only
*1.5 NM
to RW05

RW05

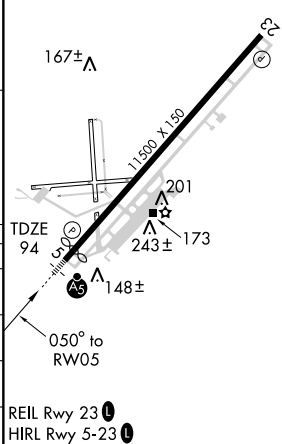
6.1 NM

3.3 NM

1.5

CATEGORY	A	B	C	D
LPV DA	450-¾ 356 (400-¾)			
LNAV/VNAV DA	483-¾ 389 (400-¾)			
LNAV MDA	640-½ 546 (600-½)	640-1 546 (600-1)	640-1¼ 546 (600-1¼)	
CIRCLING	640-1 546 (600-1)	640-1½ 546 (600-1½)	660-2 566 (600-2)	

ELEV 94 Rwy 5 Idg 10960'



REIL Rwy 23
HIRL Rwy 5-23

WAAS CH 77704 W23A	APP CRS 230°	Rwy Idg 11500 TDZE 88 Apt Elev 94
--	------------------------	--

RNAV (GPS) RWY 23

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

▼ If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 473 feet, increase LNAV/VNAV DA to 517 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2100 direct
UHIRO and hold.

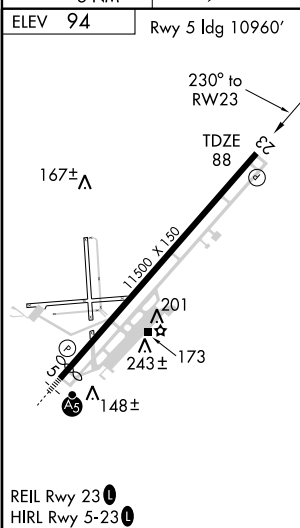
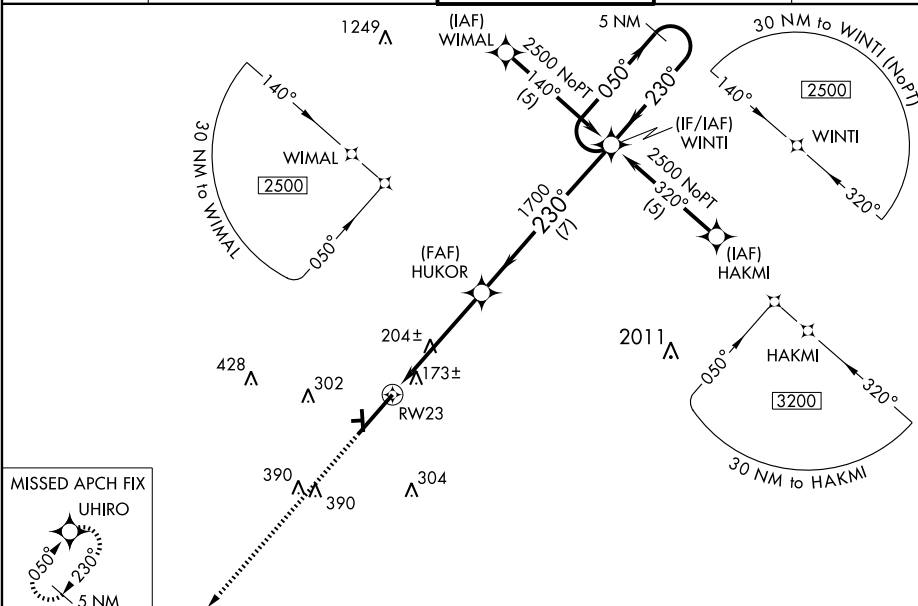
AWOS-3
132.75

SEYMOUR JOHNSON APP CON ★
127.3 273.6

KINSTON TOWER ★
120.6 (CTAF) 335.55

GND CON
121.9

UNICOM
122.95



ELEV 94 Rwy 5 Idg 10960'		2100 UHIRO		VGSI and RNAV glidepath not coincident.		5 NM Holding Pattern	
167±		230° to RW23		WINTI		050° → 2500	
TDZE 88		*LNAV Only		HUKOR		← 230°	
11500 x150		*0.9 NM to RW23		RW23		1700	
201		0.9 NM		3.9 NM		7 NM	
243±		CATEGORY		A		B	
148±		LPV DA		423-1¼		335 (400-1¼)	
REIL Rwy 23		LNAV/VNAV DA		467-1¼		379 (400-1¼)	
HIRL Rwy 5-23		LNAV MDA		460-1		372 (400-1)	
		CIRCLING		540-1		560-1	
				446 (500-1)		466 (500-1)	
				560-1½		660-2	
				466 (500-1½)		566 (600-2)	

VOR RWY 23

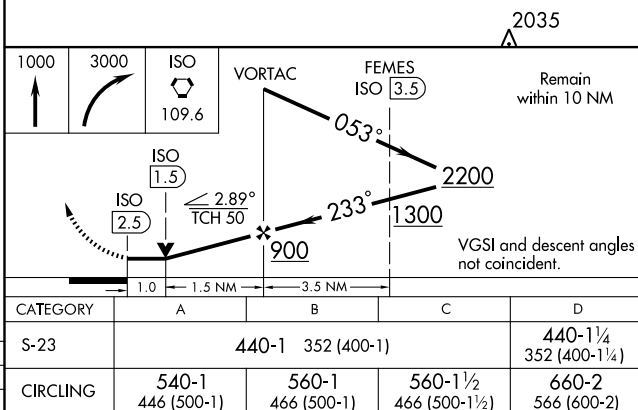
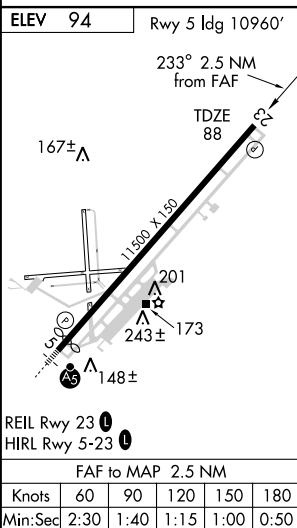
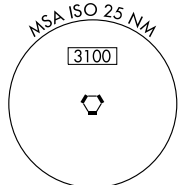
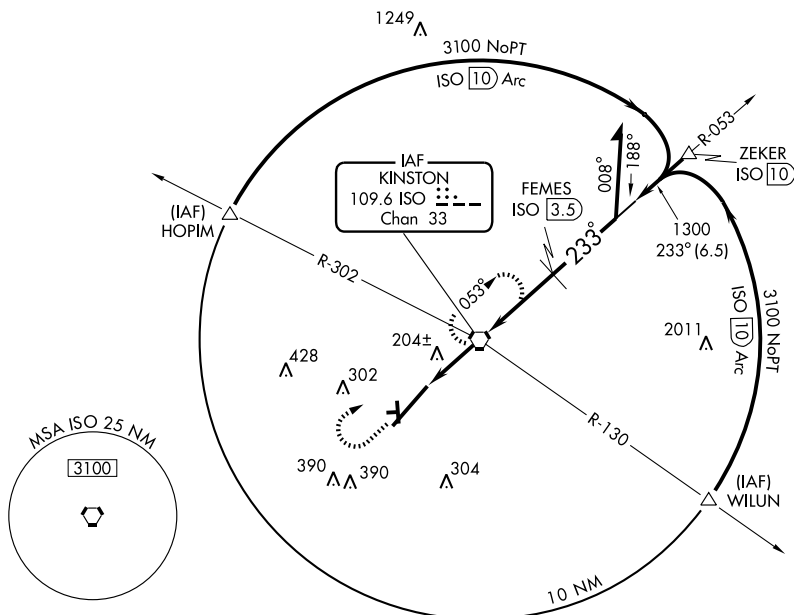
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

VORTAC	ISO	APP CRS	Rwy Idg	11500
109.6		233°	TDZE	88
Chan 33			Apt Elev	94

A When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all MDAs 60 feet and visibility Cat. C ¼ mile. VDP NA with Seymour Johnson AFB altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ISO VORTAC and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) 335.55	121.9	122.95



KINSTON, NORTH CAROLINA

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

Amdt 15 08101

35°20'N - 77°37'W

VOR RWY 23

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO) 3 NW UTC-5(-4DT)

N35°19.89' W77°36.53'

93 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ISO**RWY 05-23:** H11500X150 (ASPH-GRVD) S-90, D-135, 2S-175, 2D-260 HIRL**RWY 05:** MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Thld dsplcd 540'.**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 74'. Pole.**AIRPORT REMARKS:** Attended 1130-0300Z±. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 252-522-2922. When twr clsd ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05 and REIL Rwy 23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 132.75 (252) 522-2712. LAWRS.**COMMUNICATIONS:** CTAF 120.6 UNICOM 122.95

RCO 122.15R 109.6T (RALEIGH RADIO)

⑧ **SEYMOUR JOHNSON APP/DEP CON** 127.3 (1200-0430Z±)**WASHINGTON CENTER APP/DEP CON** 135.5 (0430-1200Z±)**TOWER** 120.6 (1130-0300Z±) **GND CON** 121.9**AIRSPACE:** CLASS D svc 1130-0300Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISO.(L) **VORTAC** 109.6 ISO Chan 33 N35°22.26' W77°33.50' 231° 3.4 NM to fld. 106/05W.

VOR portion unusable 221°-231° byd 30 NM blo 2000'.

STALS NDB (LOM) 276 IS N35°14.64' W77°41.90' 049° 6.8 NM to fld.**ILS** 111.3 I-ISO Rwy 05. Class IT. LOM **STALS NDB**. Unmonitored when twr clsd. LOC BC unusable. MM OTS indef.**LAKE NORMAN AIRPARK** (See MOORESVILLE)**LANEYS** (See MAIDEN)**LAURINBURG-MAXTON** (See MAXTON)**LEEEO** N35°29.84' W79°08.40' NOTAM FILE TTA.**NDB (MHW/LOM)** 406 TT 028° 5.5 NM to Sanford-Lee Co Rgnl.

CHARLOTTE

L-35B, 36F

LEEUV N35°55.63' W78°43.32' NOTAM FILE RDU.**NDB (HW/LOM)** 350 LE 234° 4.4 NM to Raleigh-Durham Intl.

CHARLOTTE

L-36F

LEXINGTON**DAVIDSON CO** (EXX) 3 SW UTC-5(-4DT) N35°46.87' W80°18.23'733 B S4 **FUEL** 100LL, JET A+ NOTAM FILE EXX**RWY 06-24:** H5004X99 (ASPH) MIRL 0.6% up SW**RWY 06:** REIL. PAPI(P2L)—GA 4.0° TCH 32'. Trees.**RWY 24:** REIL. PAPI(P2L)—GA 3.5° TCH 35'. Trees.**AIRPORT REMARKS:** Attended 1300-0230Z±. Wildlife on and invof arpt.

Follow taxiway centerline to parking. Maximum ramp weight

30,000 pounds single wheel, 60,000 pounds dual wheel. After

0500Z± ACTIVATE PAPI Rwy 06 and Rwy 24, REIL Rwy 06 and Rwy

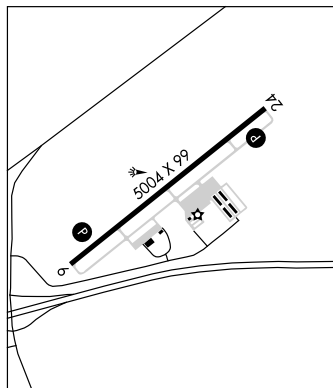
24—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.825 (336) 956-2967.**COMMUNICATIONS:** CTAF/UNICOM 122.8⑧ **GREENSBORO APP/DEP CON** 118.5**GCO** 135.075 (GREENSBORO CLNC and FLIGHT SERVICES)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GSO.**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74'W79°58.58' 228° 22.5 NM to fld. 879/3W. **HIWAS**.**ILS/DME** 108.75 I-EXX Chan 24(Y) Rwy 06**COMM/NAV/WEATHER REMARKS:** GCO OTS indef.

CHARLOTTE

H-9B, 12G, L-25D, 36F

IAP

**LIBERTY** N35°48.70' W79°36.76' NOTAM FILE RDU.(L) **VORTAC** 113.0 LIB Chan 77 001° 6.1 NM to Causey. 830/03W.**RCO** 122.1R 113.0T (RALEIGH RADIO)

CHARLOTTE

H-9C, L-25E, 36F

APP CRS **058°**
Rwy Idg **5004**
TDZE **733**
Apt Elev **733**

GPS RWY 6

LEXINGTON/DAVIDSON COUNTY (E.XX)



Use Greensboro altimeter setting.

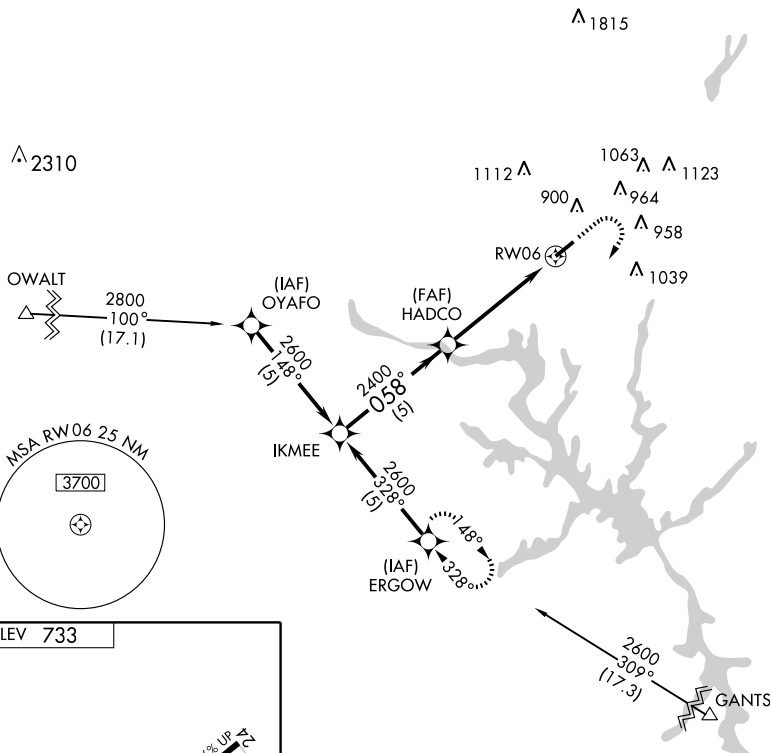
MISSED APPROACH: Climb to 1800 then climbing
right turn to 2600 direct ERGOW WP and hold.

AWOS-3
119.825

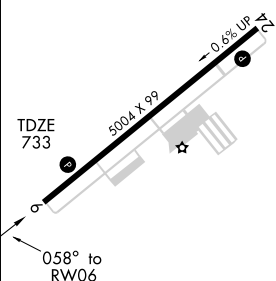
GREENSBORO APP CON
118.5 327.075

GCO
135.075

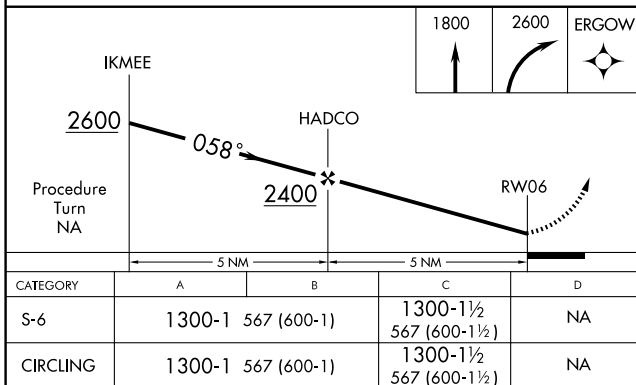
UNICOM
122.8 (CTAF) 0



ELEV 733



MIRL Rwy 6-24
REIL Rwy 6 and 24 0



APP CRS	Rwy Idg	5004
238°	TDZE	733
	Apt Elev	733

GPS RWY 24

LEXINGTON/ DAVIDSON COUNTY (E.XX)



Use Greensboro altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing
left turn to 2600 direct EMERE WP and hold.

AWOS-3
119.825

GREENSBORO APP CON
118.5 327.075

GCO
135.075

UNICOM
122.8 (CTAF) **0**

1112 A

1815 A

1112 A

900 A

964 A

1063 A

1123 A

958 A

1038 A

RW24

2.4 NM to RW24

HACNI

2400

238°

(5)

2600

328°

(5)

148°

EMERE

(IAF)

3600

279°

(22.5)

LIB

LIBERTY

ELEV 733

238° to RW24

0.6% Up

TDZE 733

MIRL Rwy 6-24
REIL Rws 6 and 24 **0**

1800

2600

EMERE

HACNI

IKWAM

2600

2.4 NM to RW24

1520

2400

238°

Procedure
Turn
NA

CATEGORY

A

B

C

D

S-24

1320-1

587 (600-1)

1320-1½

587 (600-1½)

NA

CIRCLING

1320-1

587 (600-1)

1320-1½

587 (600-1½)

NA

LOC/DME I-EXX 108.75 Chan 24 (Y)	APP CRS 058°	Rwy Idg 5004 TDZE 733 Apt Elev 733
--	------------------------	---

ILS or LOC/DME RWY 6

LEXINGTON/DAVIDSON COUNTY (EXX)

⚠ If local altimeter setting not received, use Salisbury altimeter setting and increase DA to 970 feet; increase all MDAs 40 feet.

⚠ NA

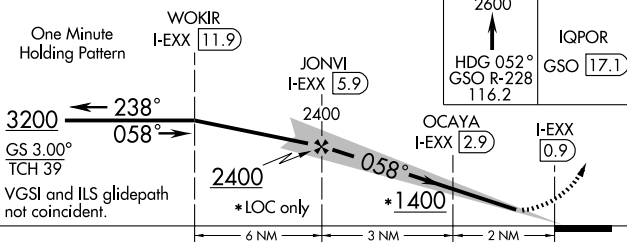
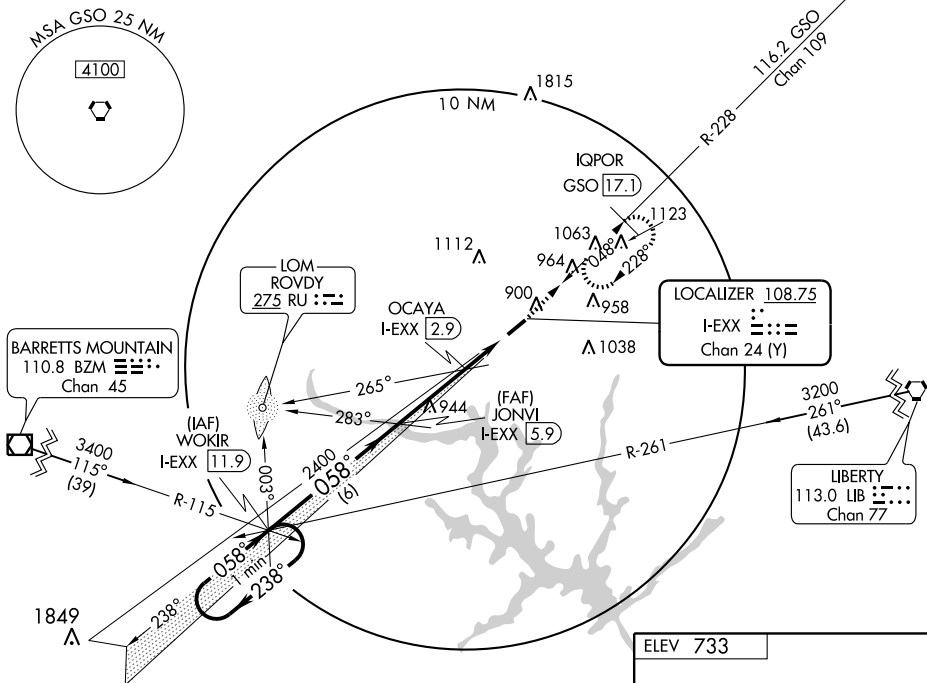
MISSED APPROACH: Climb to 2600 via heading 052° and GSO R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3
119.825

GREENSBORO APP CON
118.5 327.075

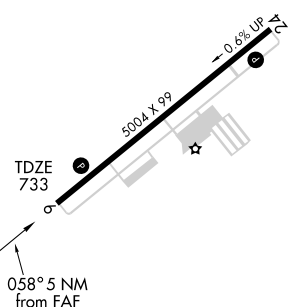
GCO
135.075

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 6	933-1	200 (200-1)		NA
S-LOC 6	1120-1	387 (400-1)		NA
CIRCLING	1200-1	467 (500-1)	1220-1½ 487 (500-1½)	NA

ELEV 733



MIRL Rwy 6-24
REIL Rwy 6 and 24 0

VOR/DME GSO 116.2 Chan 109	APP CRS 228°	Rwy Idg TDZE Apt Elev 5004 733 733
--	------------------------	--

VOR/DME RWY 24

LEXINGTON/ DAVIDSON COUNTY (E.XX)

V
Δ NA Use Greensboro altimeter setting.

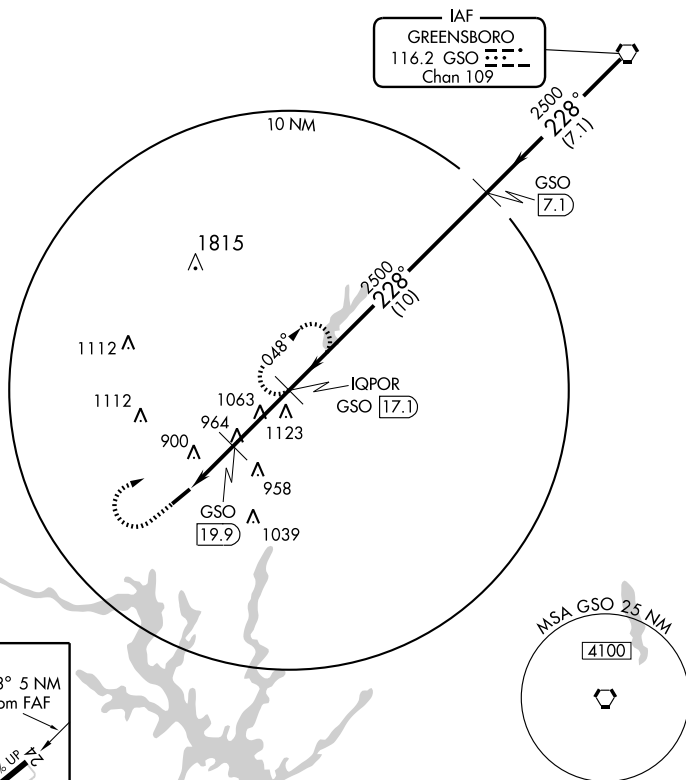
MISSED APPROACH: Climb to 1800 then climbing right turn via GSO R-228 to 2500 to IQPOR/GSO 17.1 DME and hold.

AWOS-3
119.825

GREENSBORO APP CON
118.5 327.075

GCO
135.075

UNICOM
122.8 (CTAF) 1

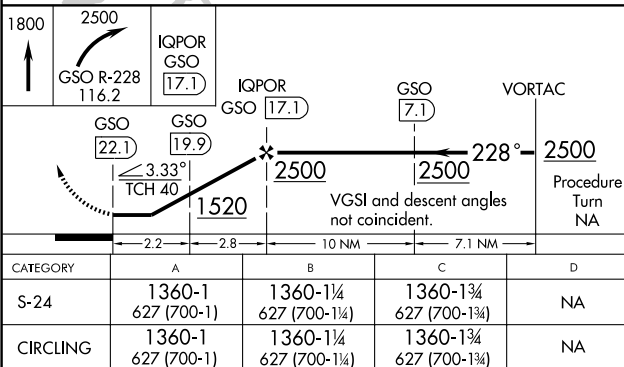


ELEV 733

228° 5 NM
from FAF

0.6% UP

TDZE 733



MIRL Rwy 6-24

REIL Rwy 6 and 24 1

LIBERTY

CAUSEY (2A5) 4 NW UTC-5(-4DT) N35°54.71' W79°37.06'

723 B S4 FUEL 100LL, JET A1+ OX 1 NOTAM FILE RDU

RWY 02-20: H3800X40 (ASPH) S-8 LIRL(NSTD)

RWY 02: Trees. RWY 20: Tree.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun 1800-2200Z. CLOSED New Year's Day, Easter, Jul 4th, Thanksgiving and Christmas. Fuel tank located 500' from Rwy 20 thld and 125' left. Rwy 02-20 NSTD LIRL; thld lgts located in the grass area 200' before the apch end Rwy 02; Rwy 20 thld lgts located in the grass area 300' before the AER 20. Rwy 02-20 NSTD LIRL lgts smaller than standard and 20' from pavement edge. Rwy 02 numbers NSTD basic; smaller than normal. Rwy 20 NSTD markings; smaller than normal. Soft dirt all rwy edges; exit ramp and twy. Building and parked acft within 90' of centerline at N end of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ GREENSBORO APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

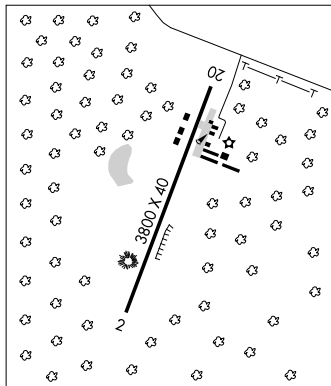
LIBERTY (L) VORTAC 113.0 LIB Chan 77 N35°48.70'

W79°36.76' 001° 6.1 NM to fld. 830/03W.

CHARLOTTE

L-25A, 36F

IAP



HINSHAW (GREENACRES) (N61) 3 NE UTC-5(-4DT) N35°52.42' W79°31.65'

750 NOTAM FILE RDU

RWY 03-21: 1400X100 (TURF)

RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. 4' fence end of Rwy 3 and along both sides of rwy in primary surface. Rwy 03-21 width 50' maintained regularly. Arpt in traffic pattern of Causey Airport 2A5 (2 miles east) CTAF 122.8.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE

LINCOLNTON-LINCOLN CO RGNL (IPJ) 5 E UTC-5(-4DT) N35°29.00' W81°09.68'

877 B S4 FUEL 100LL, JET A1+ OX 2, 4 NOTAM FILE IPJ

RWY 05-23: H5500X100 (ASPH) S-30, D-60 MIRL

RWY 05: REIL. PAPI(P2L) GA-3.40° TCH 64'.

RWY 23: REIL. PAPI(P2L) GA-3.45° TCH 30'. Thld dspcd 210'.

Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z, Nov-Mar 1300-0000Z. CLOSED Christmas Day. Deer, coyote and birds on and invof arpt. Rwy 23 has a 90' dropoff 100' from pavement. MIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (704) 735-6954.**COMMUNICATIONS:** CTAF/UNICOM 123.05

⑧ CHARLOTTE APP/DEP CON 134.75 CLNC DEL 124.9

GCO 124.9 (CHARLOTTE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'

W80°57.11' 335° 20.4 NM to fld. 732/05W. HIWAS.

LINCOLNTON NDB (MHW) 432 IZN N35°32.26' W81°05.19'

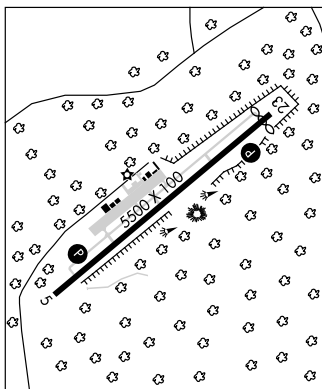
234° 4.9 NM to fld. NOTAM FILE RDU.

ILS 111.15 I-IPJ Chan 48(Y) Rwy 23.

CHARLOTTE

H-9B, 12G, L-25D

IAP



LONE HICKORY (See YADKINVILLE)

APP CRS
024°

Rwy Idg	3800
TDZE	723
Apt Elev	723

RNAV (GPS) RWY 2

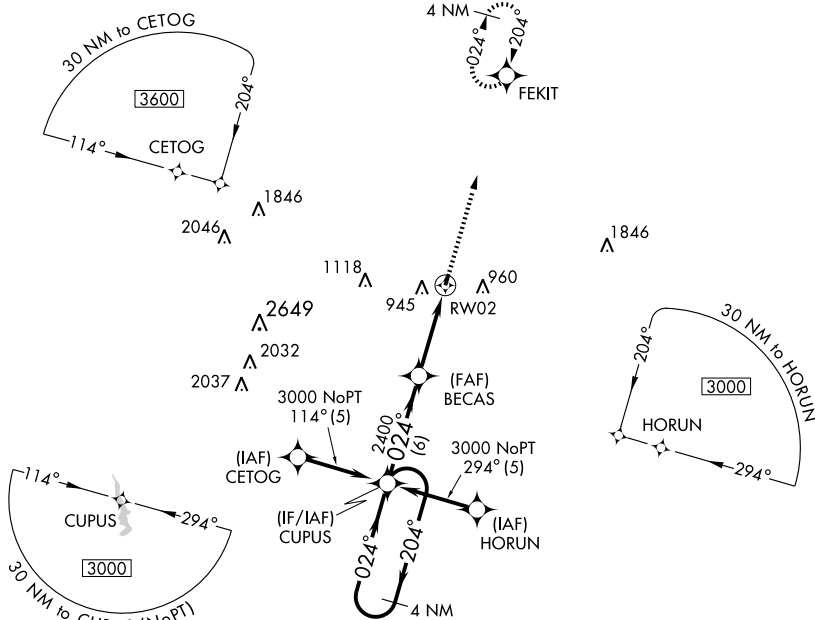
LIBERTY / CAUSEY (2A5)

T Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3
A NA Required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

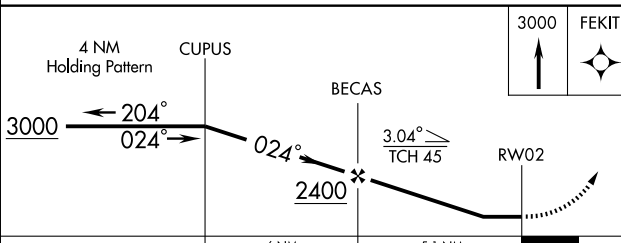
GREENSBORO APP CON
118.5 327.075

UNICOM
122.8 (CTAF)



ELEV 723

LIRL Rwy 2-20



CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

LIBERTY, NORTH CAROLINA
Orig 07074

35° 55'N-79° 37'W

LIBERTY / CAUSEY (2A5)

RNAV (GPS) RWY 2

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS **204°**
Rwy Idg **3800**
TDZE **723**
Apt Elev **723**

RNAV (GPS) RWY 20

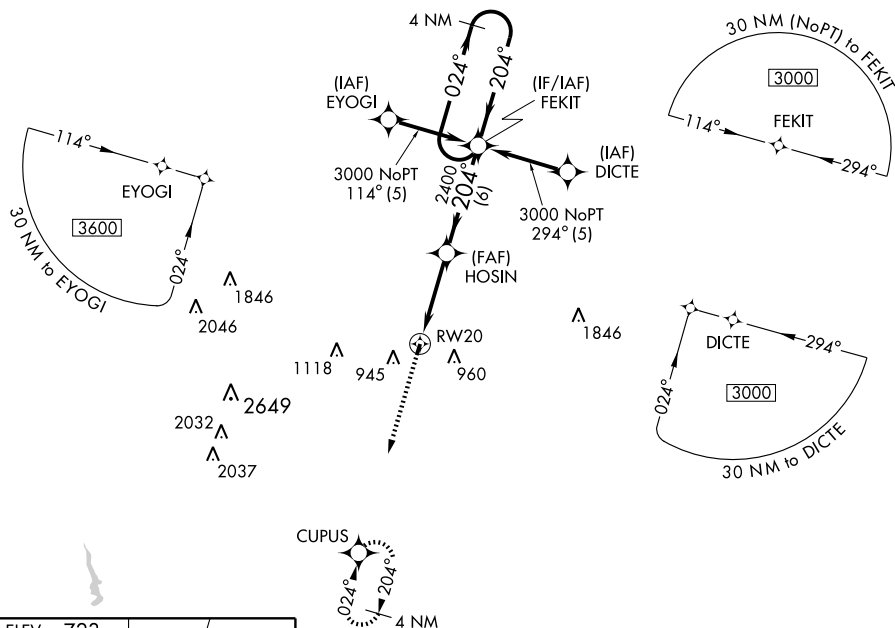
LIBERTY/CAUSEY (2A5)

▼
▲ NA Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

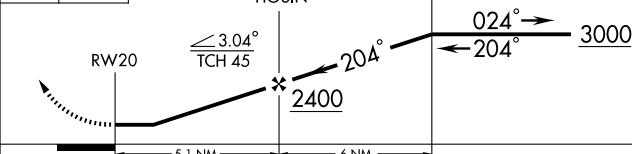
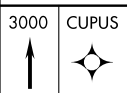
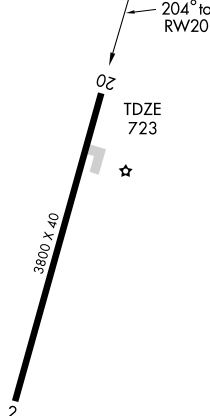
GREENSBORO APP CON
118.5 327.075

UNICOM
122.8 (CTAF)



ELEV **723**

LIRL Rwy 2-20



CATEGORY	A	B	C	D
RNAV MDA	1140-1	417 (500-1)	1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS				
RNAV MDA	1180-1	457 (500-1)	1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

VORTAC LIB 113.0 Chan 77	APP CRS 360°	Rwy Idg TDZE Apt Elev	3800 723 723
--	------------------------	-----------------------------	---

VOR RWY 2

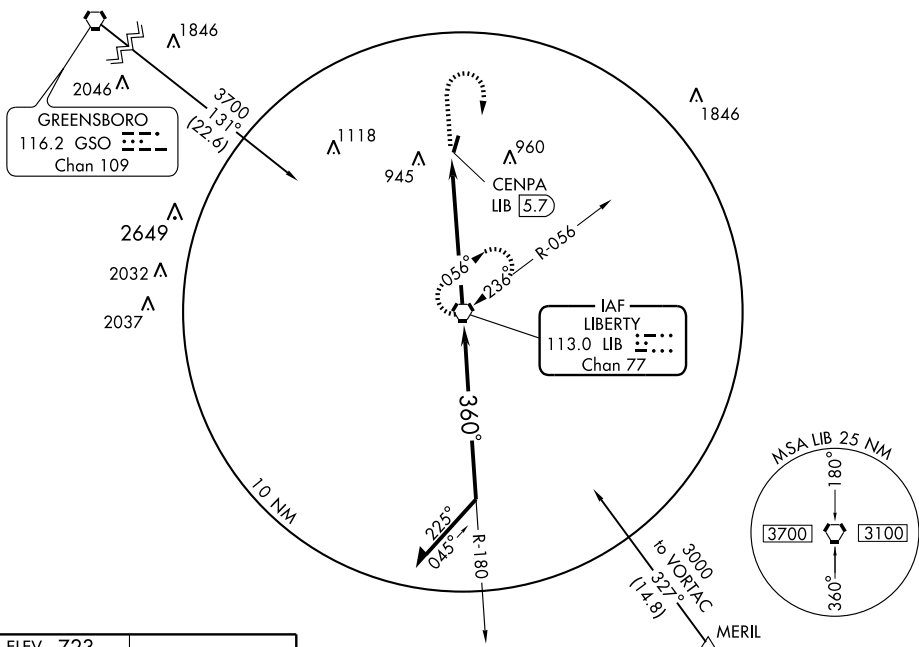
LIBERTY/CAUSEY (2A5)

⚠ Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 via LIB R-360 to LIB VORTAC and hold.

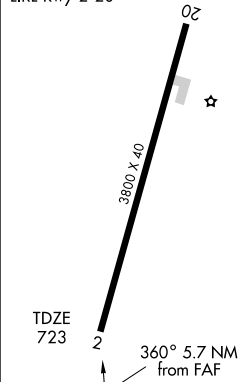
GREENSBORO APP CON
118.5 327.075

UNICOM
122.8 (CTAF)



ELEV **723**

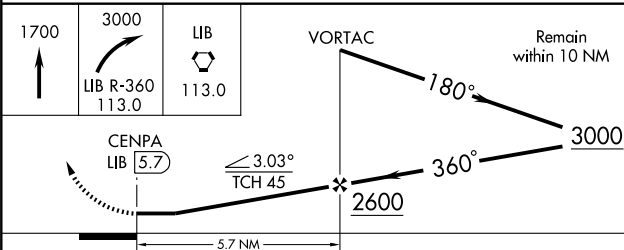
LIRL Rwy 2-20



Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

LIBERTY, NORTH CAROLINA

Amdt 5 07074



CATEGORY	A	B	C	D
S-2	1220-1	497 (500-1)	1220-1¼ 497 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS				
S-2	1260-1	537 (600-1)	1260-1½ 537 (600-1½)	NA
CIRCLING	1260-1 537 (600-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

LIBERTY/CAUSEY (2A5)

VOR RWY 2

35° 55'N-79° 37'W

LIBERTY

CAUSEY (2A5) 4 NW UTC-5(-4DT) N35°54.71' W79°37.06'

723 B S4 FUEL 100LL, JET A1+ OX 1 NOTAM FILE RDU

RWY 02-20: H3800X40 (ASPH) S-8 LIRL(NSTD)

RWY 02: Trees. RWY 20: Tree.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun 1800-2200Z. CLOSED New Year's Day, Easter, Jul 4th, Thanksgiving and Christmas. Fuel tank located 500' from Rwy 20 thld and 125' left. Rwy 02-20 NSTD LIRL; thld lgts located in the grass area 200' before the apch end Rwy 02; Rwy 20 thld lgts located in the grass area 300' before the AER 20. Rwy 02-20 NSTD LIRL lgts smaller than standard and 20' from pavement edge. Rwy 02 numbers NSTD basic; smaller than normal. Rwy 20 NSTD markings; smaller than normal. Soft dirt all rwy edges; exit ramp and twy. Building and parked acft within 90' of centerline at N end of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ GREENSBORO APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

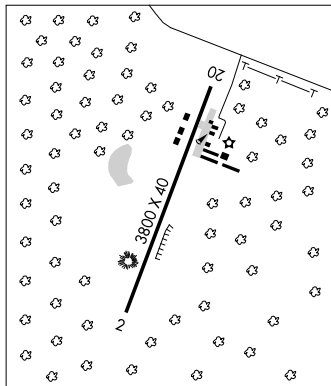
LIBERTY (L) VORTAC 113.0 LIB Chan 77 N35°48.70'

W79°36.76' 001° 6.1 NM to fld. 830/03W.

CHARLOTTE

L-25A, 36F

IAP



HINSHAW (GREENACRES) (N61) 3 NE UTC-5(-4DT) N35°52.42' W79°31.65'

750 NOTAM FILE RDU

RWY 03-21: 1400X100 (TURF)

RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. 4' fence end of Rwy 3 and along both sides of rwy in primary surface. Rwy 03-21 width 50' maintained regularly. Arpt in traffic pattern of Causey Airport 2A5 (2 miles east) CTAF 122.8.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE

LINCOLNTON-LINCOLN CO RGNL (IPJ) 5 E UTC-5(-4DT) N35°29.00' W81°09.68'

877 B S4 FUEL 100LL, JET A1+ OX 2, 4 NOTAM FILE IPJ

RWY 05-23: H5500X100 (ASPH) S-30, D-60 MIRL

RWY 05: REIL. PAPI(P2L) GA-3.40° TCH 64'.

RWY 23: REIL. PAPI(P2L) GA-3.45° TCH 30'. Thld dspcd 210'.

Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z, Nov-Mar 1300-0000Z. CLOSED Christmas Day. Deer, coyote and birds on and invof arpt. Rwy 23 has a 90' dropoff 100' from pavement. MIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (704) 735-6954.**COMMUNICATIONS:** CTAF/UNICOM 123.05

⑧ CHARLOTTE APP/DEP CON 134.75 CLNC DEL 124.9

GCO 124.9 (CHARLOTTE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'

W80°57.11' 335° 20.4 NM to fld. 732/05W. HIWAS.

LINCOLNTON NDB (MHW) 432 IZN N35°32.26' W81°05.19'

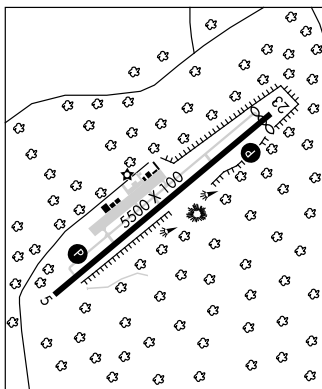
234° 4.9 NM to fld. NOTAM FILE RDU.

ILS 111.15 I-IPJ Chan 48(Y) Rwy 23.

CHARLOTTE

H-9B, 12G, L-25D

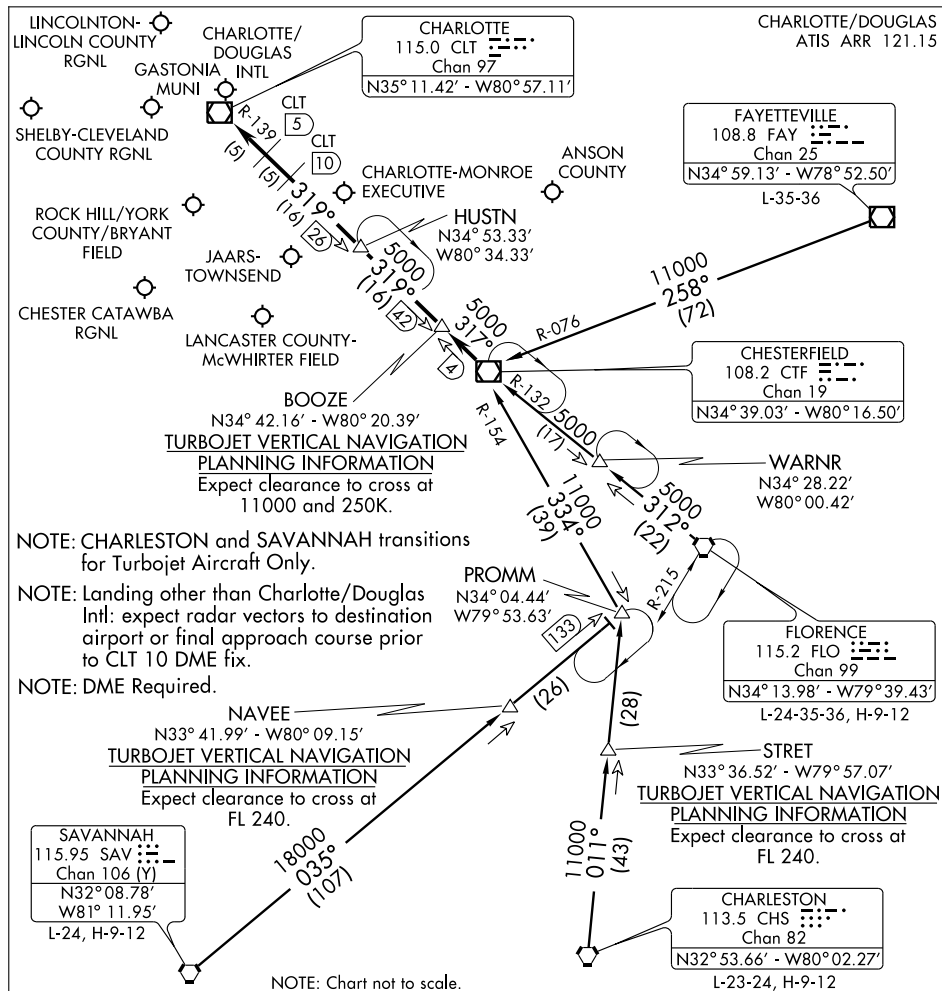
IAP



LONE HICKORY (See YADKINVILLE)

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

LOC/DME I-IPJ 111.15 Chan 48 (Y)	APP CRS 234°	Rwy Idg TDZE Apt Elev	5290 873 875
--	------------------------	-----------------------------	---

LOC RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

▽ If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.
△ NA ADF REQUIRED

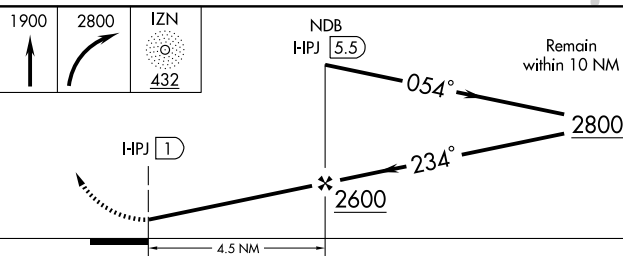
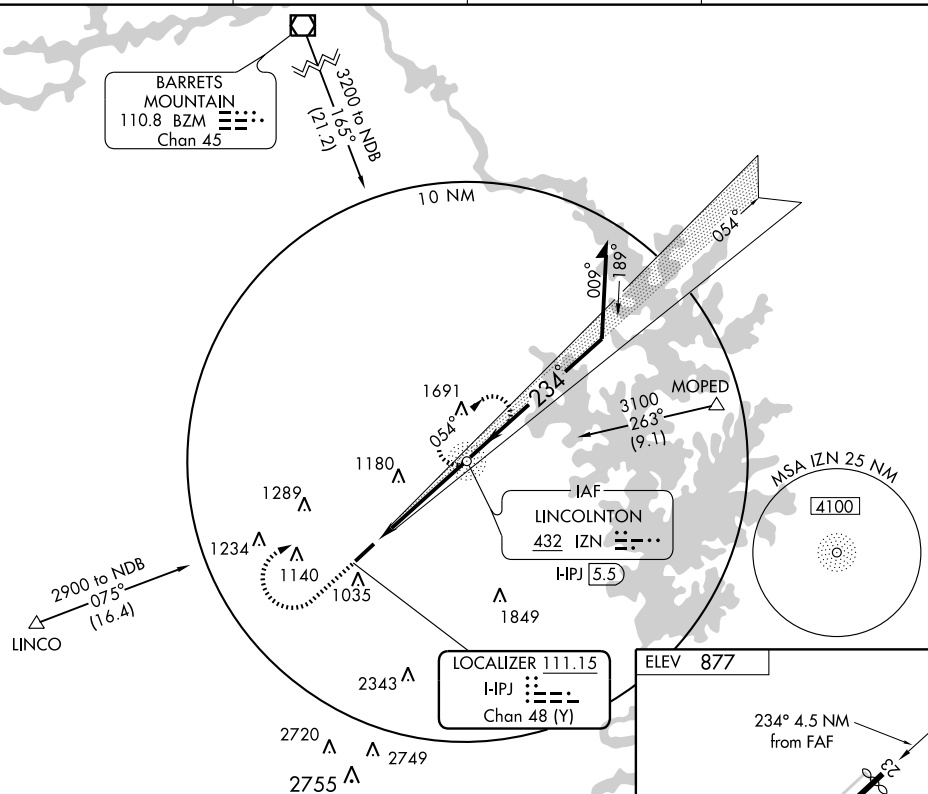
MISSED APPROACH: Climb to 1900, then climbing right turn to 2800 direct IZN NDB and hold.

AWOS-3
119.675

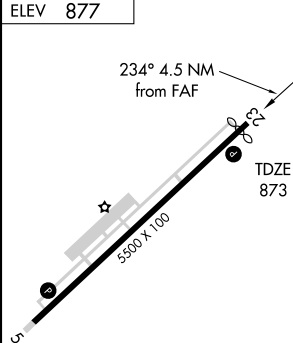
CHARLOTTE APP CON
134.75 257.2

CLNC DEL (GCO)
124.9

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
S-23	1340-1 467 (500-1)		1340-1¼ 467 (500-1¼)	1340-1½ 467 (500-1½)
CIRCLING	1400-1 525 (600-1)		1420-1½ 545 (600-1½)	1540-2 665 (700-2)



REIL Rwy 5 and 23 0
MIRL Rwy 5-23 0

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° -119°) **128.32**
 (120° -245°) **120.05**
 (246° -360°) **134.75**
 (180° -359°) **257.2**
 (360° -179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28' - W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17' - W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35' - W78°47.00'
 L-36, H-9-12

LIBERTY
 113.0 LIB
 Chan 77
 N35°48.70' - W79°36.76'

SUDSY
 N35°44.58' - W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.
 NOTE: RADAR required for LIB R-273.
 NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273

to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

NDB IZN 432	APP CRS 235°	Rwy Idg TDZE Apt Elev	5290 873 875
-----------------------	------------------------	-----------------------------	---

NDB or GPS RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

▽ If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.

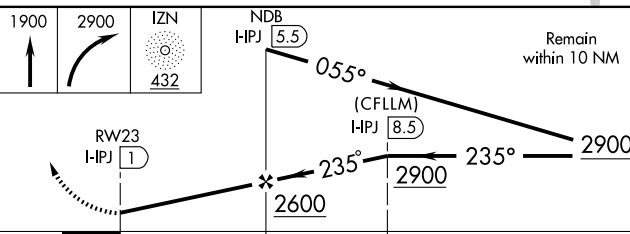
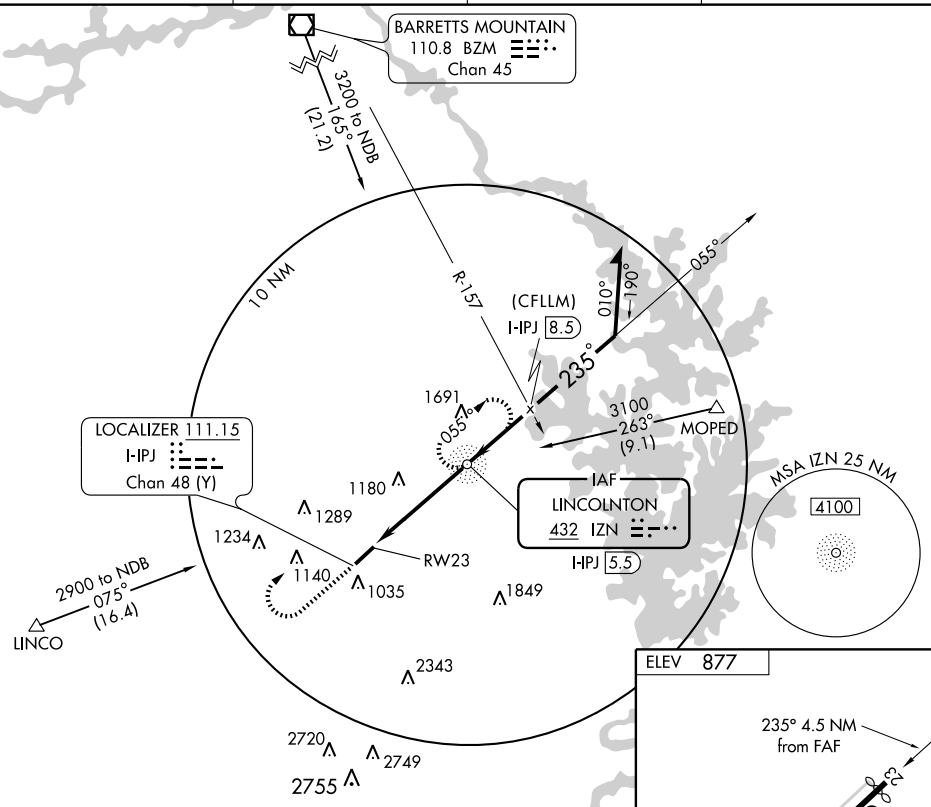
MISSED APPROACH: Climb to 1900, then climbing right turn to 2900 direct IZN NDB and hold.

AWOS-3
119.675

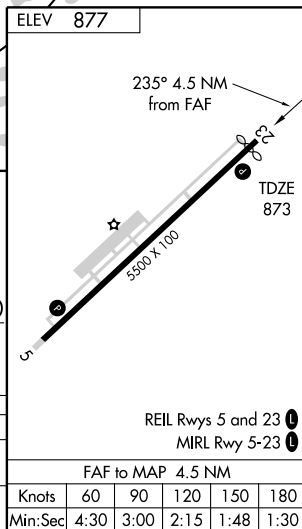
CHARLOTTE APP CON
134.75 257.2

CLNC DEL (GCO)
124.9

UNICOM
123.05 (CTAF)



CATEGORY	A	B	C	D
S-23	1480-1 607 (700-1)		1480-1 ³ / ₄ 607 (700-1 ³ / ₄)	1480-2 607 (700-2)
CIRCLING	1480-1 605 (700-1)		1480-1 ³ / ₄ 605 (700-1 ³ / ₄)	1540-2 665 (700-2)



WAAS CH 78408 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev 875 877
--	------------------------	---

RNAV (GPS) RWY 5

LINCOLN-LINCOLN COUNTY RGNL (IPJ)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats, and LNAV Cat C visibility ¼ mile.

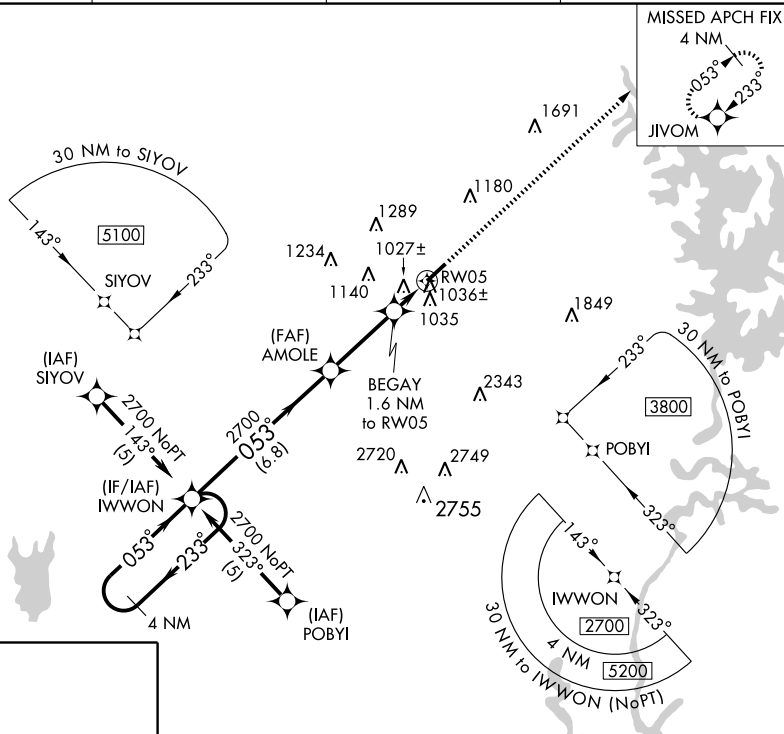
MISSED APPROACH:
Climb to 3000 direct
JIVOM and hold.

AWOS-3
119.675

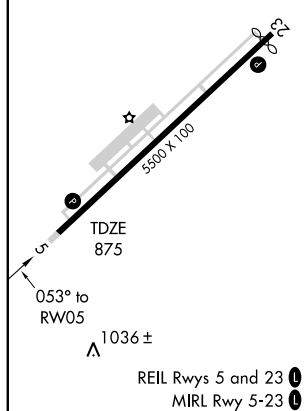
CHARLOTTE APP CON
134.75 257.2

CLNC DEL (GCO)
124.9

UNICOM
123.05 (CTAF)



ELEV 877



4 NM Holding Pattern

2700

233°

053°

GS 3.50° TCH 55

VGS1 and RNAV glidepath not coincident.

IWWON

053°

2700

6.8 NM

AMOLE

*1520

3.1 NM

BEGAY 1.6 NM to RW05 *

0.9 NM to RW05 *

*LNAV only.

RW05

0.7

0.9 NM

3000

JIVOM

CATEGORY	A	B	C	D
LPV DA	1306-1¼	431 (500-1¼)		NA
LNAV/VNAV DA	1341-1½	466 (500-1½)		NA
LNAV MDA	1300-1	425 (500-1)	1300-1¼ 425 (500-1¼)	NA
CIRCLING	1340-1	463 (500-1)	1340-1½ 463 (500-1½)	NA

WAAS CH 69210 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	5290 872 877
--	------------------------	-----------------------------	---

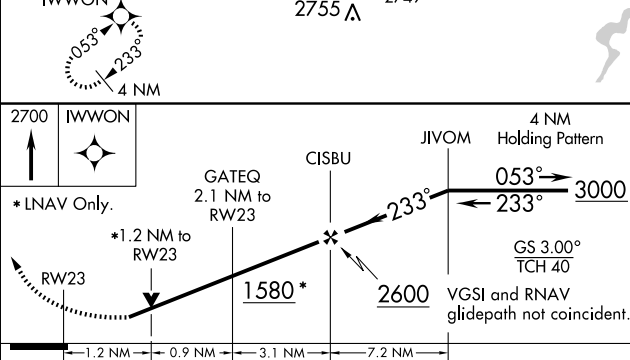
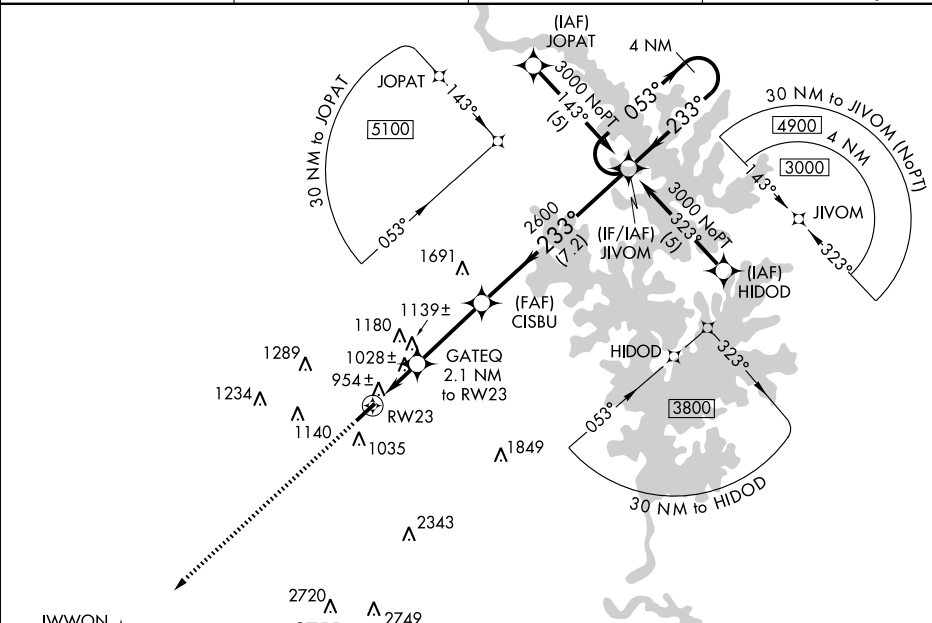
RNAV (GPS) RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

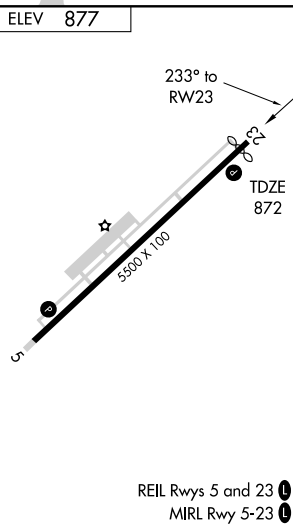
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile, increase Circling visibility Cat D ½ mile.

MISSED APPROACH:
Climb to 2700 direct IWWON and hold.

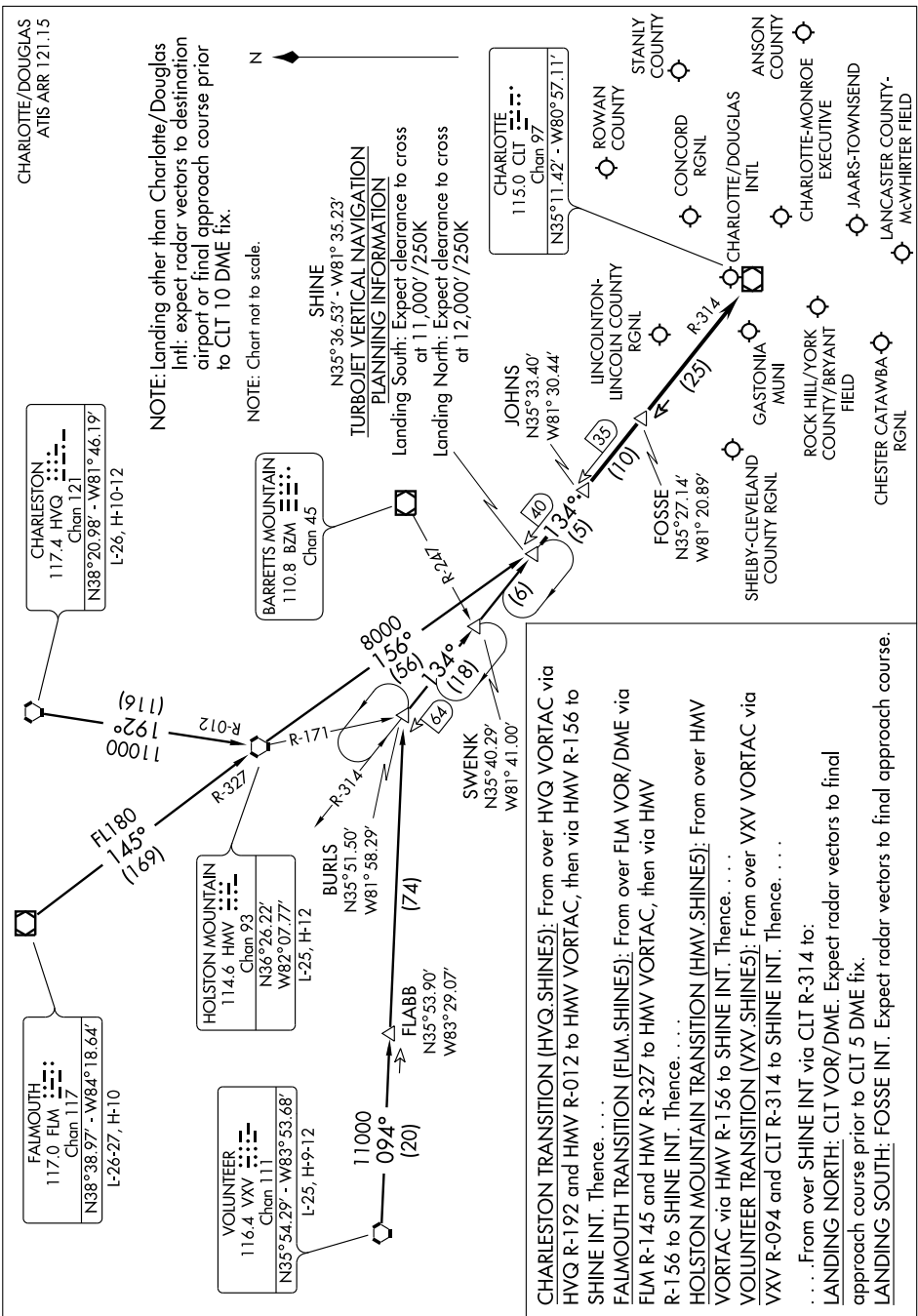
AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) 0
--------------------------	--	--------------------------------	----------------------------------



CATEGORY	A	B	C	D
LPV DA	1187-1¼	315 (400-1¼)		
LNAV/VNAV DA	1224-1¼	352 (400-1¼)		
LNAV MDA	1280-1 408 (500-1)	1280-1¼ 408 (500-1¼)		
CIRCLING	1340-1 463 (500-1)	1340-1½ 463 (500-1½)	1540-2 663 (700-2)	

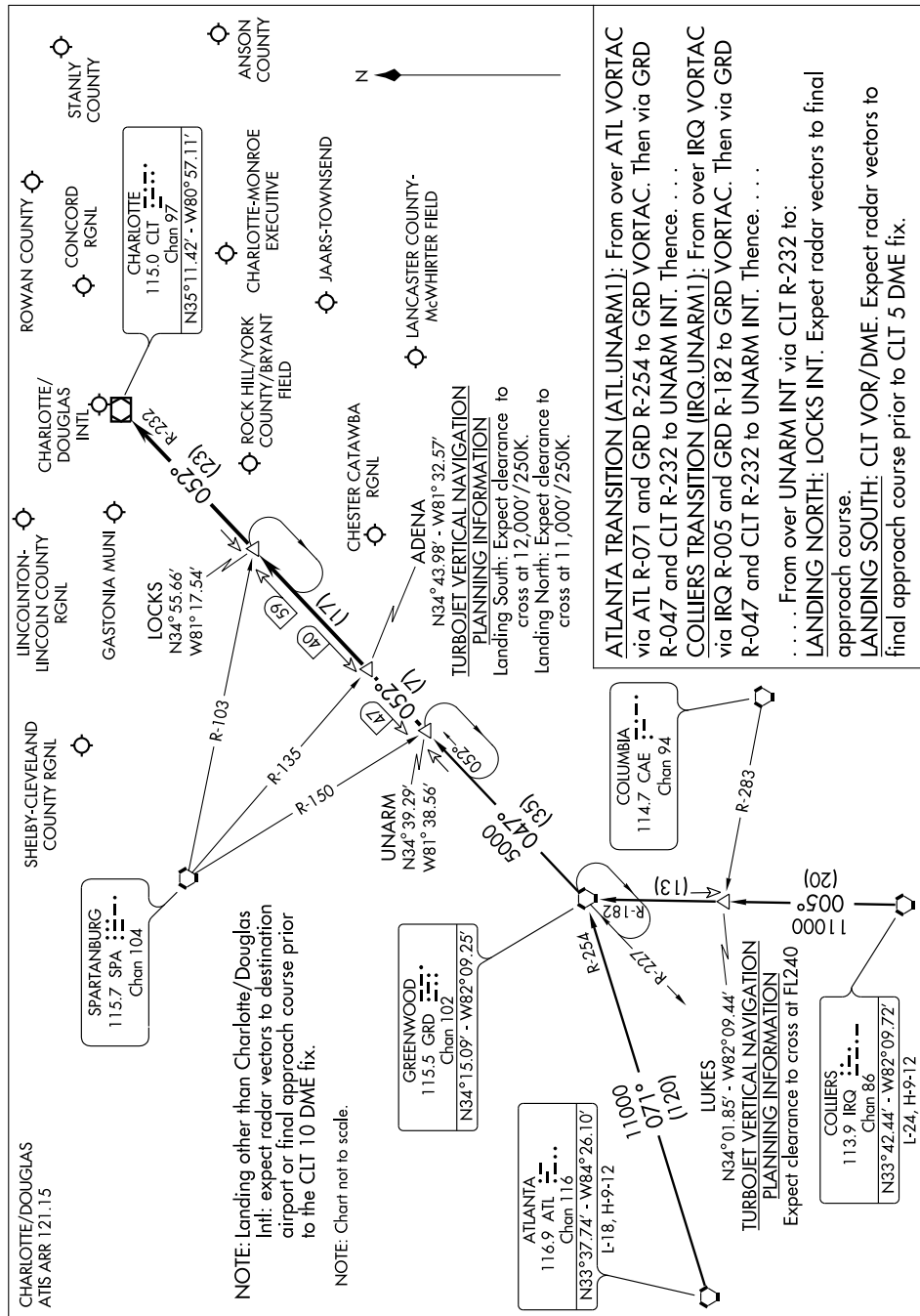


SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

LOUISBURG

FRANKLIN CO

(LHZ) 5 SW UTC-5(-4DT) N36°01.40 W78°19.82'

369 B S4 FUEL 100LL, JET A1+ NOTAM FILE LHZ

RWY 05-23: H5498X100 (ASPH) S-40, D-60 MIRL 0.7% up SW

RWY 05: MALSR. PAPI(P2L) GA-3.0° TCH 23'. Trees. Rgt tfc.

RWY 23: REIL. PAPI(P2L) GA-3.0° TCH 46'. Trees.

AIRPORT REMARKS: Attended 1300Z-0000Z. Arpt phone

919-496-1234; for svc after hrs call 919-729-4118. Arpt
unattended Thanksgiving and Christmas. Birds on and in/ov arpt.ACTIVATE MIRL Rwy 05-23 and REIL Rwy 23 and MALSR Rwy
05-CTAF; PAPI Rwy 05 and Rwy 23 opr continuous until dusk.

After dusk ACTIVATE PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (919) 497-0810.

COMMUNICATIONS: CTAF/UNICOM 123.0

① RALEIGH APP/DEP CON 125.3

GCO 135.075 (RALEIGH CLNC)

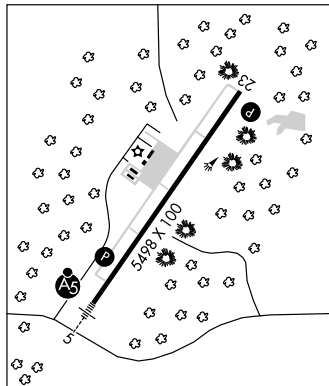
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan

119 N35°52.35' W78°47.00' 072° 23.9 NM to fld.

429/04W.

ILS/DME 109.35 I-LHZ Chan 30(Y) Rwy 05. Class IA.



CHARLOTTE

H-9C, 12H, L-35B, 36G
IAP

LUMBERTON MUNI

(LBT) 3 W UTC-5(-4DT) N34°36.60' W79°03.57'

126 B S4 FUEL 100LL, JET A1+ NOTAM FILE LBT

RWY 05-23: H5510X150 (ASPH) S-15 PCN 100 F/B/Y/T MIRL

RWY 05: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Thld dsplcd 170'. Trees.

RWY 23: REIL. VASI(V4L)-GA 3.0° TCH 45'. Trees.

RWY 13-31: H4998X150 (ASPH) S-8 PCN 100 F/B/Y/T

RWY 13: Trees. RWY 31: Thld dsplcd 590'.

AIRPORT REMARKS: Attended 1300-0000Z. For fuel after hrs call

910-618-9958. Deer and birds on and in/ov arpt. Rwy 05-23 and
13-31 no line of sight between rwy ends. Rwy 05 REIL OTS infd.MIRL Rwy 05-23 preset low ints; to increase ints and ACTIVATE
REIL and PAPI Rwy 05 and VASI Rwy 23-CTAF.

WEATHER DATA SOURCES: ASOS 134.775 (910) 671-1906.

COMMUNICATIONS: CTAF/UNICOM 122.8

① FAYETTEVILLE APP/DEP CON 133.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13'
W78°52.50' 206° 24.3 NM to fld. 179/04W.

(T) VORW 110.0 LBT N34°36.64' W79°03.29' at fld.

NOTAM FILE LBT.

VOR unusable: 061°-134° blo 3,000', 135°-164° byd 15 NM
blo 3,000', 165°-185°, 186°-199° byd 15 NM blo 3,000',
200°-230°, 231°-060° byd 15 NM blo 3,000'.

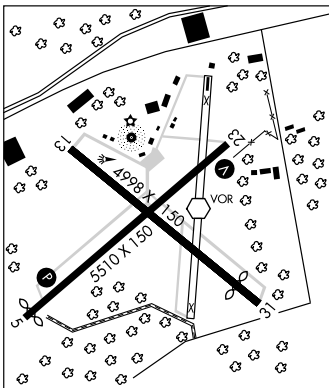
JIGEL NDB (MHW/LOM) 384 JB N34°32.76' W79°08.30' 054° 5.5 NM to fld. NOTAM FILE LBT.

ROBESON NDB (MHW) 359 RSY N34°36.81' W79°03.59' at fld. NOTAM FILE LBT.

ILS 108.95 I-JBD Rwy 05. LOM JIGEL NDB.

COMM/NAV/WEATHER REMARKS: VOR and NDB unmonitored 0100-1300Z Mon-Fri, 0000-1500Z Fri and Sat,
0000-1300Z Sun and Mon.

CHARLOTTE

H-9C, 12G, L-24J, 35A, 36E
IAP

LOC/DME I-LHZ 109.35 Chan 30 (Y)	APP CRS 045°	Rwy Idg 5498 TDZE 366 Apt Elev 369
--	------------------------	---

ILS or LOC RWY 5

LOUISBURG/ FRANKLIN COUNTY (LHZ)

▲ NA If local altimeter setting not received, use Raleigh-Durham altimeter setting; increase DH to 681 feet; increase all MDA's 80 feet. VDP NA with Raleigh-Durham altimeter setting.

MAISLR
AS

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via heading 190° and RDU R-087 to ZEBUL INT/RDU 19.6 DME and hold.

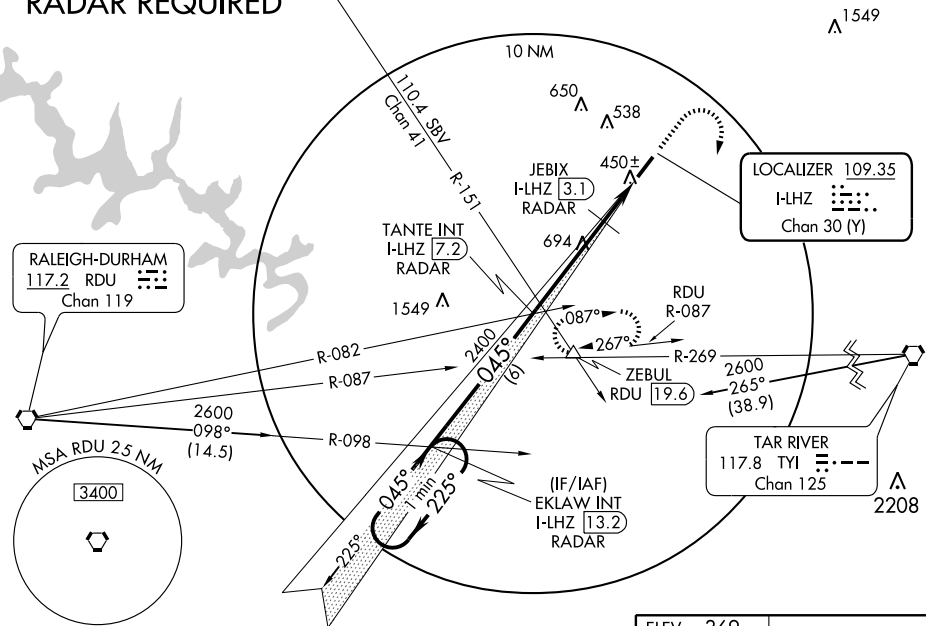
AWOS-3
118.325

RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
123.0 (CTAF) **0**

RADAR REQUIRED



VGSi and ILS glidepath not coincident.

One Minute
Holding
Pattern

EKLAW INT
I-LHZ [13.2]
RADAR

TANTE INT
I-LHZ [7.2]
RADAR

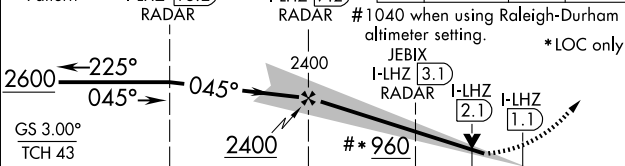
1400

2600

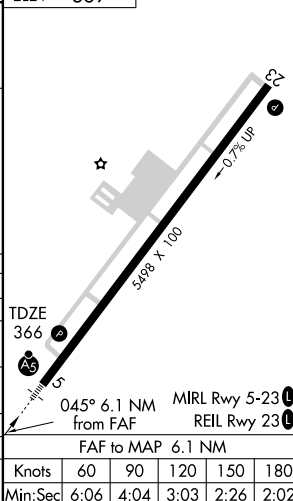
RDU R-087

ZEBUL

ELEV 369



CATEGORY	A	B	C	D
S-ILS 5	616-3/4 250 (300-3/4)			
S-LOC 5	960-1	594 (600-1)	960-1 1/2 594 (600-1 1/2)	960-1 3/4 594 (600-1 3/4)
CIRCLING	960-1	591 (600-1)	960-1 1/2 591 (600-1 1/2)	960-2 591 (600-2)
JEBIX FIX MINIMUMS				
S-LOC 5	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1 1/2 451 (500-1 1/2)	920-2 551 (600-2)



WAAS
CH **90103**
W05A

APP CRS
045°

Rwy Idg **5498**
TDZE **366**
Apt Elev **369**

RNAV (GPS) RWY 5

LOUISBURG/FRANKLIN COUNTY (LHZ)

A If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase DA to 725 feet; increase all MDAs 80 feet.
VDP NA when using Raleigh-Durham altimeter setting.
DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 23 NA at night.

MALSR



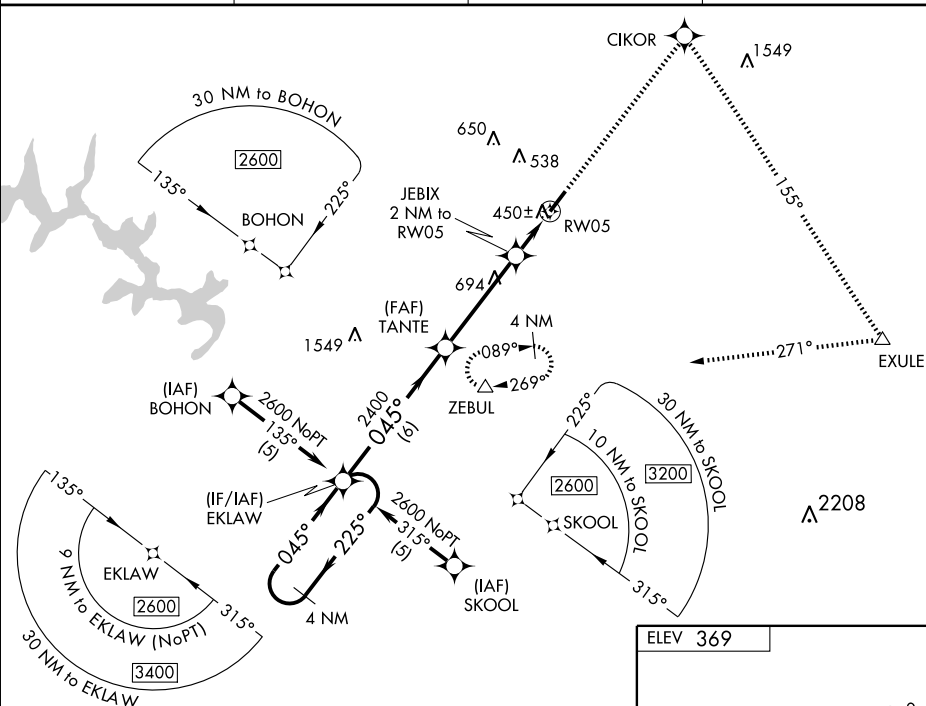
MISSED APPROACH: Climb to 2600 direct CIKOR and via 155° track to EXULE and via 271° track to ZEBUL and hold.

AWOS-3
118.325

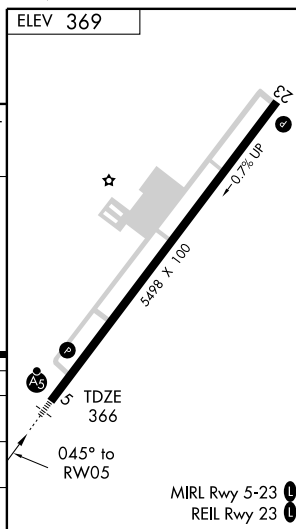
RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
123.0 (CTAF) 0



4 NM Holding Pattern EKLAW		2600	CIKOR	155°	EXULE	271°	ZEBUL
			TANTE		JEBIX 2 NM to RW05		
2600 ← 225° 045° →		045°			*1 NM to RW05		
GS 3.00° TCH 43							
VGSI and RNAV glidepath not coincident.							
		2400		1040			
		6 NM	4.1 NM	1 NM	1 NM		
CATEGORY	A	B	C	D			
LPV DA	660-1 294 (300-1)						
LNNAV MDA	700-1 334 (400-1)						
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)			



APP CRS
226°

Rwy Idg **5498**
TDZE **351**
Apt Elev **369**

RNAV (GPS) RWY 23

LOUISBURG/ FRANKLIN COUNTY (LHZ)

A If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet.
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA.

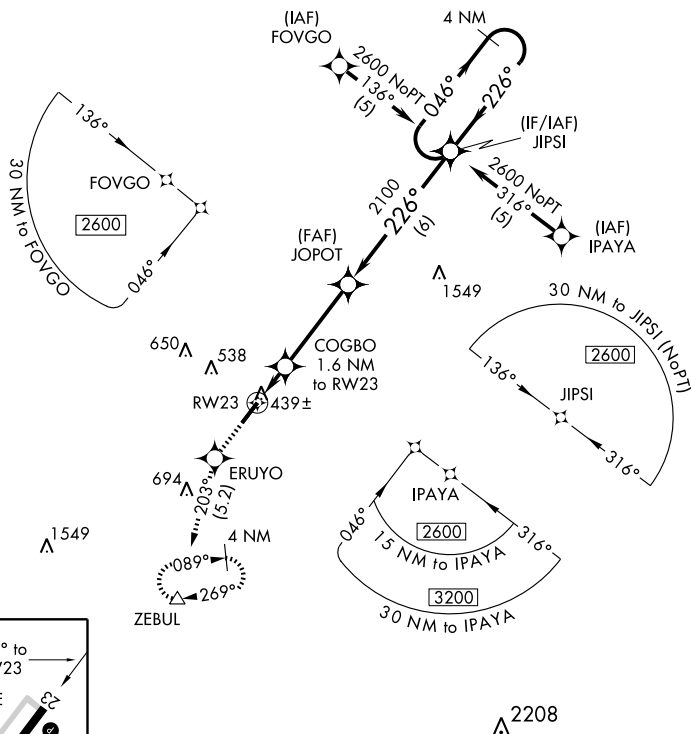
MISSED APPROACH: Climb to 2600 direct ERUYO and via 203° track to ZEBUL and hold.

AWOS-3
118.325

RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
123.0 (CTAF) 1

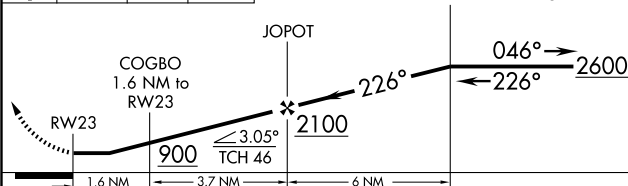


ELEV 369

226° to RW23
TDZE 351
0.7% UP

MIRL Rwy 5-23 **1**
REIL Rwy 23 **1**

2600	ERUYO	203° trk	ZEBUL
------	-------	----------	-------



CATEGORY	A	B	C	D
LNVA MDA	700-1 349 (400-1)			700-1½ 349 (400-1½)
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

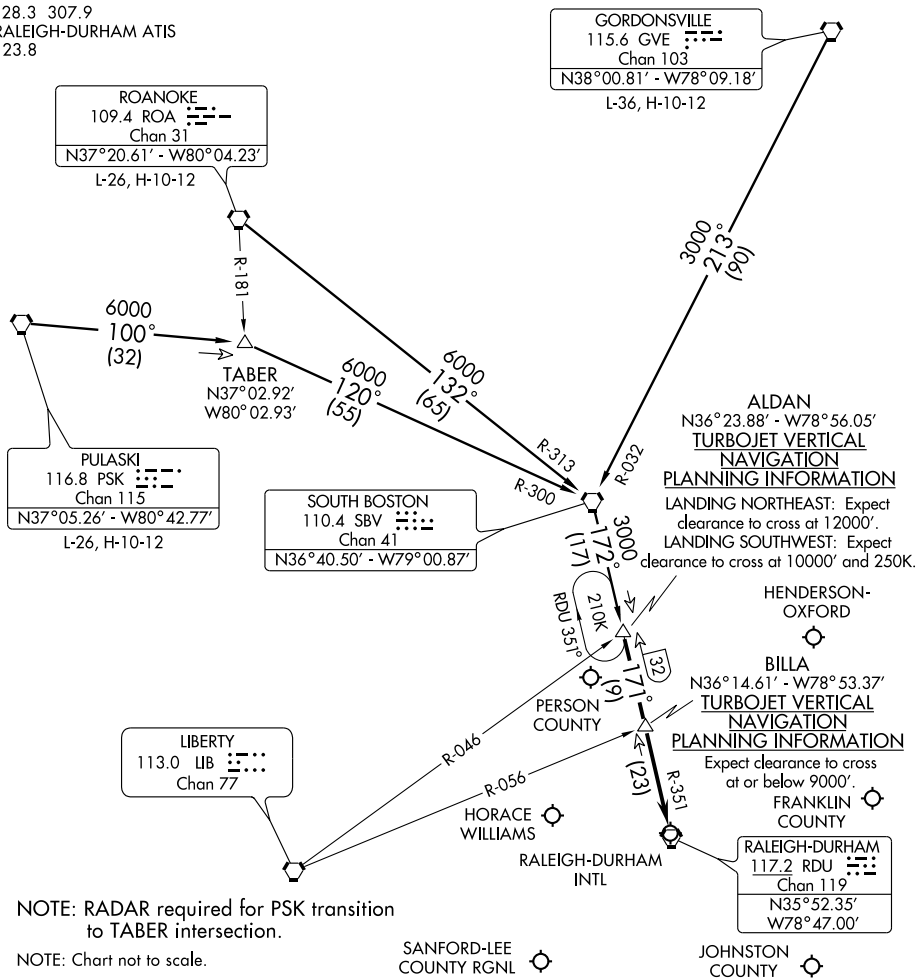
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.
For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

VORTAC RDU 117.2 Chan 119	APP CRS 072°	Rwy Idg TDZE Apt Elev	N/A N/A 369
---	------------------------	-----------------------------	--

VOR/DME-A

LOUISBURG/ FRANKLIN COUNTY (LHZ)

A If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet.

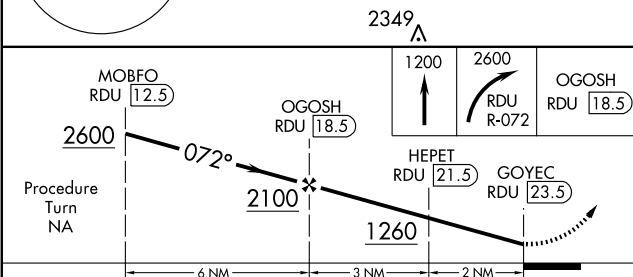
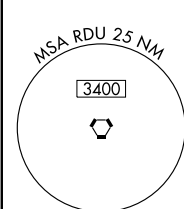
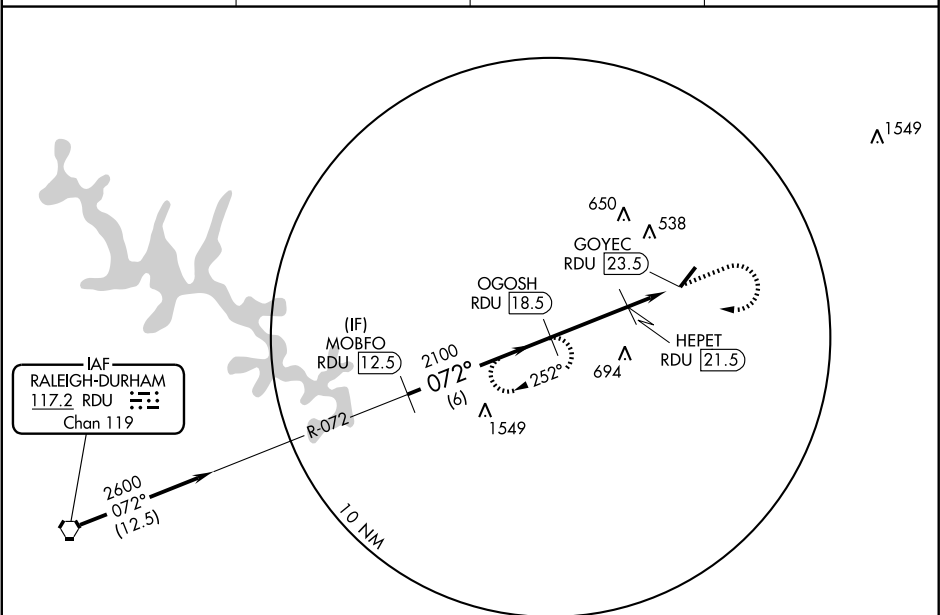
MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 via RDU R-072 to OGOSH/RDU 18.5 DME and hold.

AWOS-3
118.325

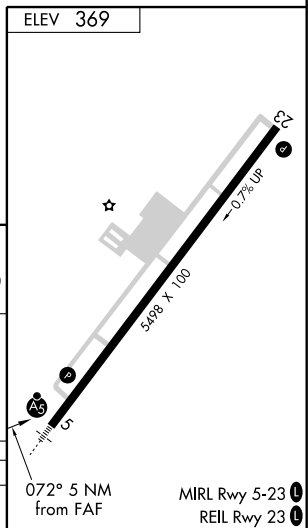
RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
123.0 (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	1060-1	691 (700-1)	1060-2 691 (700-2)	1060-2 1/4 691 (700-2 1/4)



LOUISBURG

FRANKLIN CO

(LHZ) 5 SW UTC-5(-4DT) N36°01.40 W78°19.82'

369 B S4 FUEL 100LL, JET A1+ NOTAM FILE LHZ

RWY 05-23: H5498X100 (ASPH) S-40, D-60 MIRL 0.7% up SW

RWY 05: MALSR. PAPI(P2L) GA-3.0° TCH 23'. Trees. Rgt tfc.

RWY 23: REIL. PAPI(P2L) GA-3.0° TCH 46'. Trees.

AIRPORT REMARKS: Attended 1300Z-0000Z. Arpt phone

919-496-1234; for svc after hrs call 919-729-4118. Arpt
unattended Thanksgiving and Christmas. Birds on and in/ov arpt.ACTIVATE MIRL Rwy 05-23 and REIL Rwy 23 and MALSR Rwy
05-CTAF; PAPI Rwy 05 and Rwy 23 opr continuous until dusk.

After dusk ACTIVATE PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (919) 497-0810.

COMMUNICATIONS: CTAF/UNICOM 123.0

① RALEIGH APP/DEP CON 125.3

GCO 135.075 (RALEIGH CLNC)

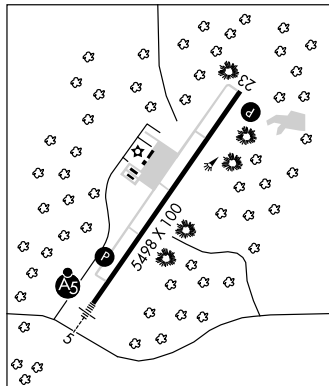
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan

119 N35°52.35' W78°47.00' 072° 23.9 NM to fld.

429/04W.

ILS/DME 109.35 I-LHZ Chan 30(Y) Rwy 05. Class IA.



CHARLOTTE

H-9C, 12H, L-35B, 36G
IAP

LUMBERTON MUNI

(LBT) 3 W UTC-5(-4DT) N34°36.60' W79°03.57'

126 B S4 FUEL 100LL, JET A1+ NOTAM FILE LBT

RWY 05-23: H5510X150 (ASPH) S-15 PCN 100 F/B/Y/T MIRL

RWY 05: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Thld dsplcd 170'. Trees.

RWY 23: REIL. VASI(V4L)-GA 3.0° TCH 45'. Trees.

RWY 13-31: H4998X150 (ASPH) S-8 PCN 100 F/B/Y/T

RWY 13: Trees. RWY 31: Thld dsplcd 590'.

AIRPORT REMARKS: Attended 1300-0000Z. For fuel after hrs call

910-618-9958. Deer and birds on and in/ov arpt. Rwy 05-23 and
13-31 no line of sight between rwy ends. Rwy 05 REIL OTS infd.MIRL Rwy 05-23 preset low ints; to increase ints and ACTIVATE
REIL and PAPI Rwy 05 and VASI Rwy 23-CTAF.

WEATHER DATA SOURCES: ASOS 134.775 (910) 671-1906.

COMMUNICATIONS: CTAF/UNICOM 122.8

① FAYETTEVILLE APP/DEP CON 133.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13'
W78°52.50' 206° 24.3 NM to fld. 179/04W.

(T) VORW 110.0 LBT N34°36.64' W79°03.29' at fld.

NOTAM FILE LBT.

VOR unusable: 061°-134° blo 3,000', 135°-164° byd 15 NM
blo 3,000', 165°-185°, 186°-199° byd 15 NM blo 3,000',
200°-230°, 231°-060° byd 15 NM blo 3,000'.

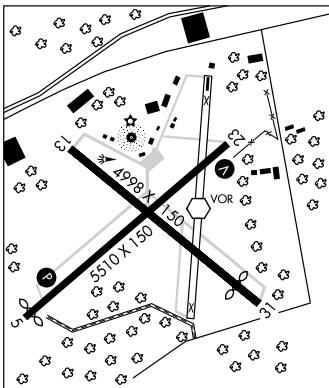
JIGEL NDB (MHW/LOM) 384 JB N34°32.76' W79°08.30' 054° 5.5 NM to fld. NOTAM FILE LBT.

ROBESON NDB (MHW) 359 RSY N34°36.81' W79°03.59' at fld. NOTAM FILE LBT.

ILS 108.95 I-JBD Rwy 05. LOM JIGEL NDB.

COMM/NAV/WEATHER REMARKS: VOR and NDB unmonitored 0100-1300Z Mon-Fri, 0000-1500Z Fri and Sat,
0000-1300Z Sun and Mon.

CHARLOTTE

H-9C, 12G, L-24J, 35A, 36E
IAP

APP CRS	Rwy ldg	5340
053°	TDZE	124
	Apt Elev	126

GPS RWY 5

LUMBERTON MUNI (LBT)

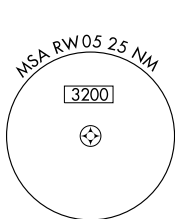
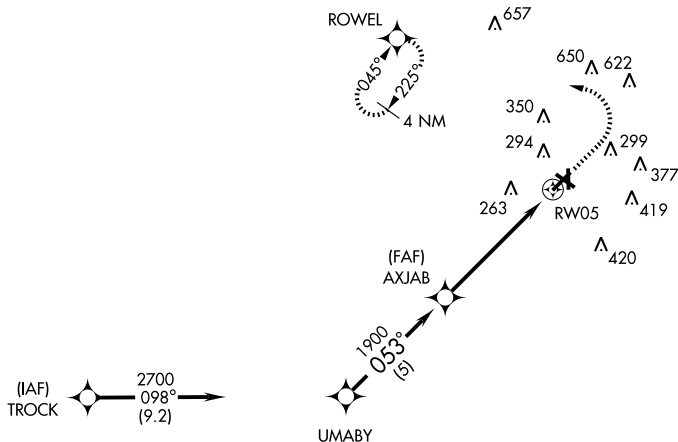


MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct ROWEL WP and hold.

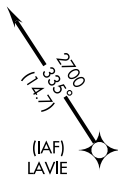
ASOS
134.775

FAYETTEVILLE APP CON
133.0 295.0

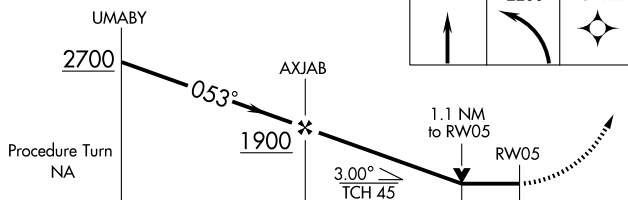
UNICOM
122.8 (CTAF)



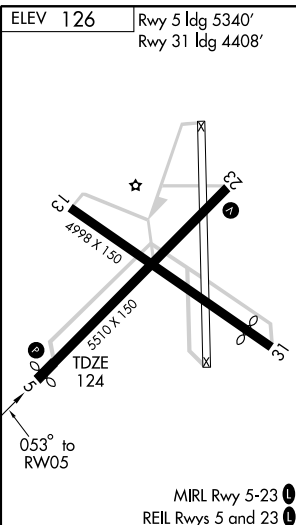
2115



ELEV 126	Rwy 5 ldg 5340'
	Rwy 31 ldg 4408'



CATEGORY	A	B	C	D
S-5	520-1 396 (400-1)			NA
CIRCLING	660-1 534 (600-1)			NA
	660-1½ 534 (600-1½)			



APP CRS 133°	Rwy ldg TDZE 125 Apt Elev 126	4998
------------------------	---	-------------

GPS RWY 13

LUMBERTON MUNI (LBT)



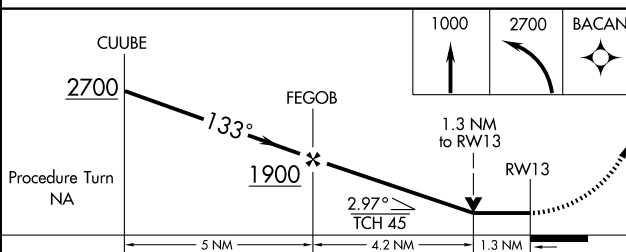
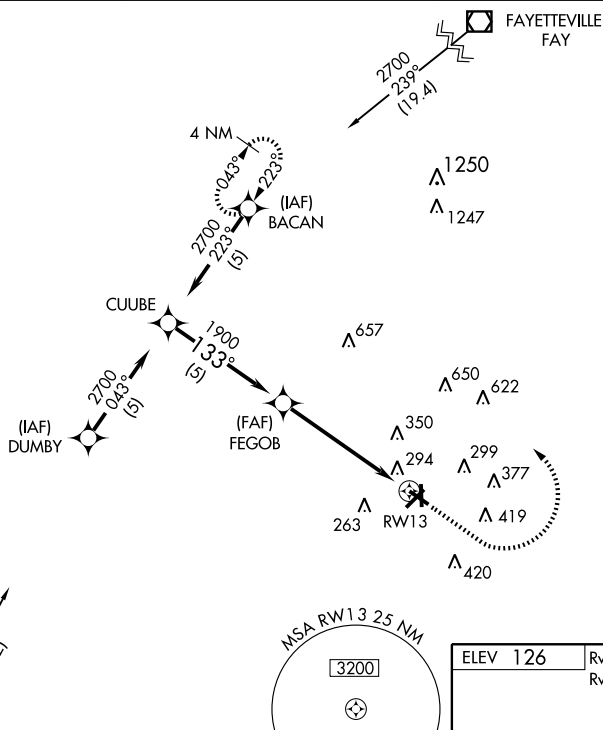
Straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 direct BACAN WP and hold.

ASOS
134.775

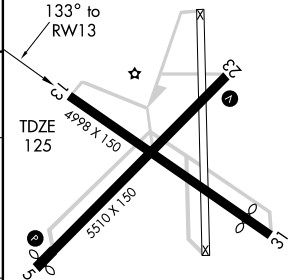
FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-13	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

ELEV 126 Rwy 5 ldg 5340'
Rwy 31 ldg 4408'



LOC I-JBD 108.95	APP CRS 053°	Rwy Idg TDZE Apt Elev	5340 124 126
----------------------------	------------------------	-----------------------------	---

ILS RWY 5

LUMBERTON MUNI (LBT)



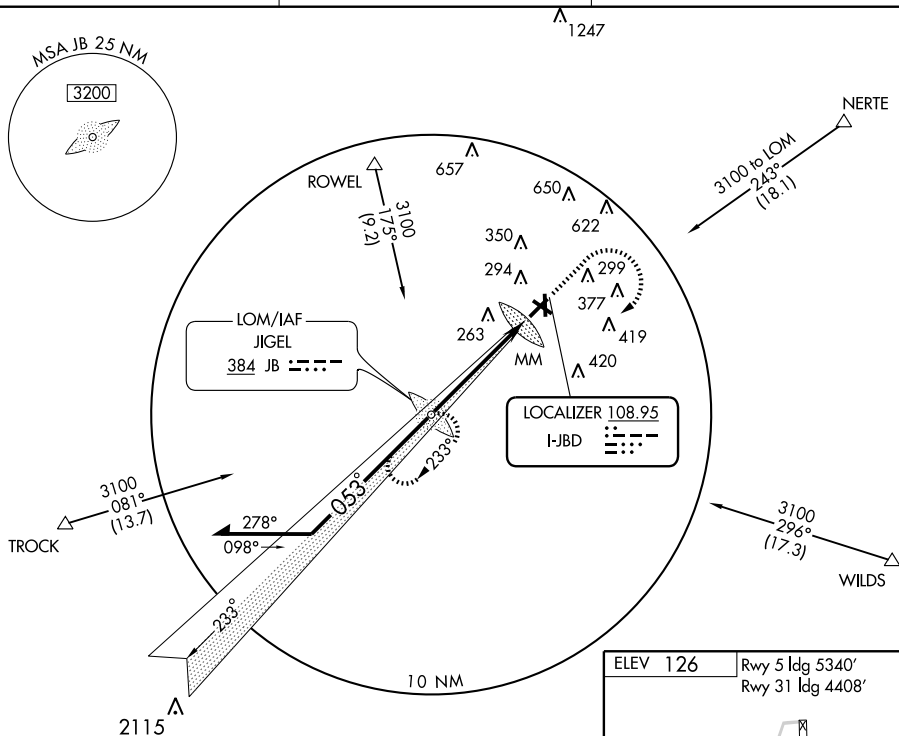
ADF REQUIRED

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS
134.775

FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF)



Remain within 10 NM

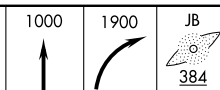
3100

GS 3.00° TCH 60

LOM

1795

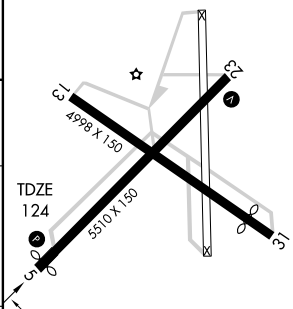
1900



MM

4.6 NM

ELEV 126 Rwy 5 Idg 5340' Rwy 31 Idg 4408'



053° 5 NM from FAF

MIRL Rwy 5-23
REIL Rws 5 and 23

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR LBT 110.0	APP CRS 061°	Rwy Idg 5340 TDZE 124 Apt Elev 126
-------------------------	------------------------	---

VOR RWY 5

LUMBERTON MUNI (LBT)

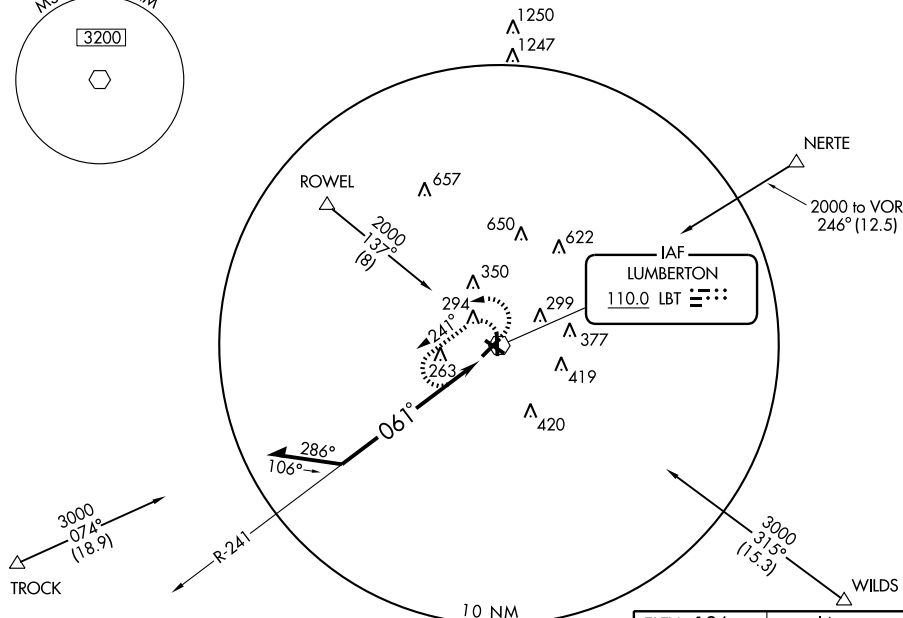
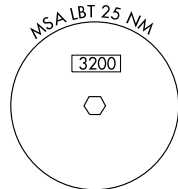


MISSED APPROACH: Climbing left turn to 2000 in LBT VOR holding pattern.

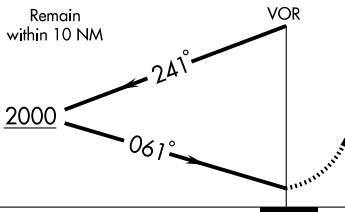
ASOS
134.775

FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF) 0

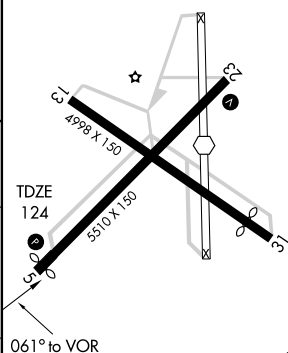


Remain
within 10 NM



2000	LBT
	110.0

ELEV 126	Rwy 5 Idg 5340'
	Rwy 31 Idg 4408'



MIRL Rwy 5-23
REIL Rws 5 and 23

CATEGORY	A	B	C	D
S-5	620-1 496 (500-1)		620-1¼ 496 (500-1¼)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

VOR LBT 110.0	APP CRS 126°	Rwy Idg 4998
	TDZE 125	Apt Elev 126

VOR RWY 13

LUMBERTON MUNI (LBT)



NA

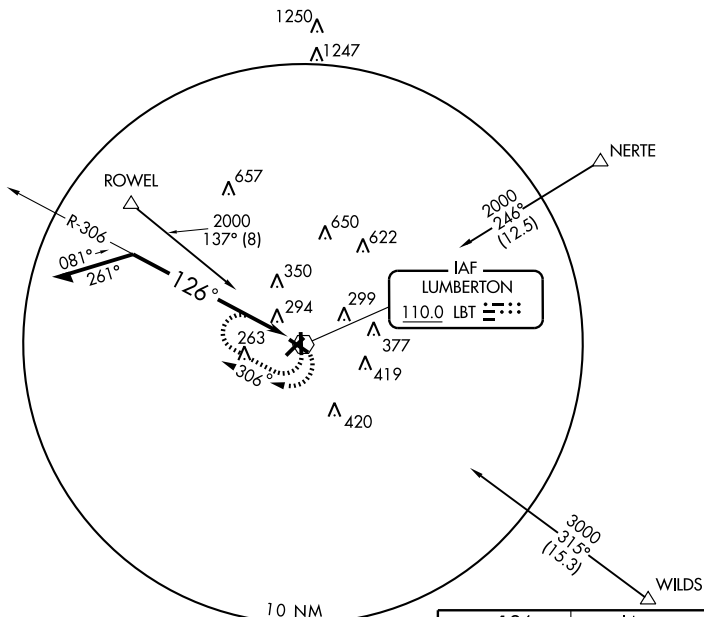
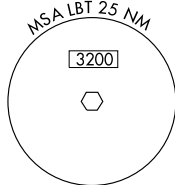
Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 2000 in LBT VOR holding pattern.

ASOS
134.775

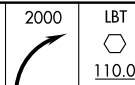
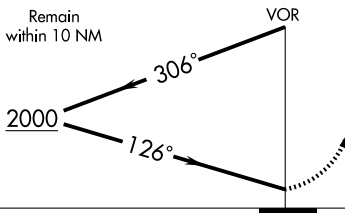
FAYETTEVILLE APP CON
133.0 295.0

UNICOM
122.8 (CTAF)

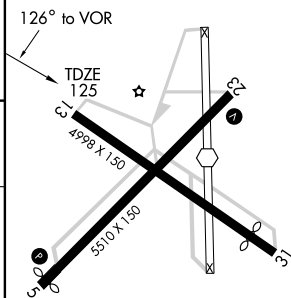


2115

Remain
within 10 NM



ELEV 126 Rwy 5 Idg 5340'
Rwy 31 Idg 4408'



MIRL Rwy 5-23
REIL Rwy 5 and 23

CATEGORY	A	B	C	D
S-13	660-1	535 (600-1)	660-1½ 535 (600-1½)	NA
CIRCLING	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

AIRPORT DIAGRAM

AWOS-3
128.275
CTAF/UNICOM
122.8

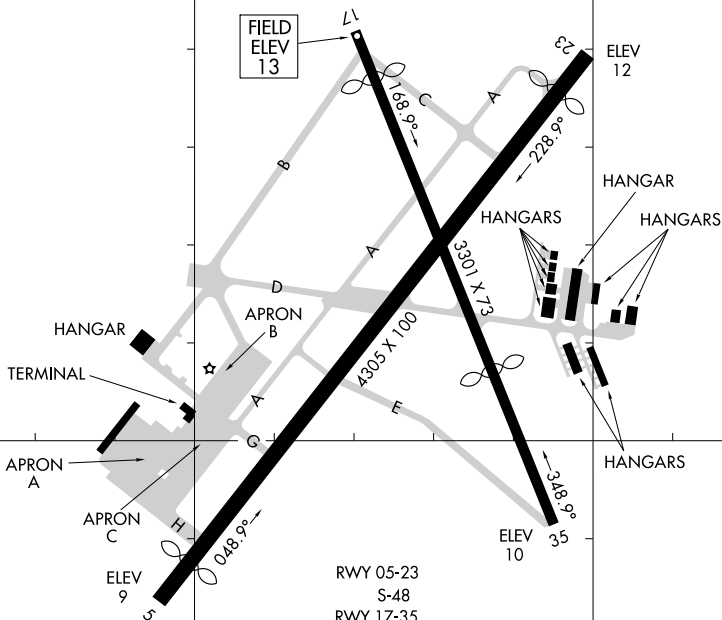
AL-6372 (FAA)

MANTEO/ DARE COUNTY RGNL (MQI)
MANTEO, NORTH CAROLINA

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

35°55.5' N

FIELD
ELEV
13

ELEV
12

RWY 05-23
S-48
RWY 17-35
S-20

SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

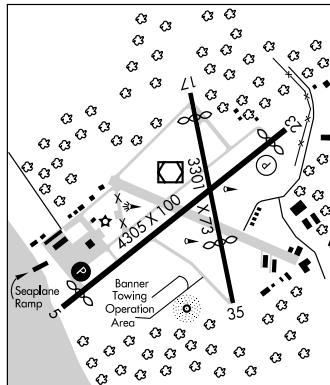
MANTEO, NORTH CAROLINA
MANTEO/ DARE COUNTY RGNL (MQI)

MANTEO**DARE CO RGNL** (MQI) 1 NW UTC-5(-4DT) N35°55.14' W75°41.73'13 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE MQI**RWY 05-23:** H4305X100 (ASPH) S-48 MIRL**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 28'. Thld dsplcd 305'.**RWY 23:** PAPI(P2L)—GA 4.0°. Thld dsplcd 301'. Trees.**RWY 17-35:** H3301X73 (ASPH) S-20 MIRL**RWY 17:** Thld dsplcd 289'. Trees.**RWY 35:** Thld dsplcd 989'. Trees.**AIRPORT REMARKS:** Attended 1300-0000Z†. CLOSED Christmas day.

After hrs self svc fuel avbl with credit card—100LL. Call 252-216-7028 or 252-216-8407. 300' crane 3 NM SW AER 05. 200' lgtd crane 2 NM SSW of arpt. Banner towing ops 200' W of Rwy 05. Migratory waterfowl Oct-Feb. Rwy 05 15' dropoff 40' from thld. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rws 05-23 and 17-35, PAPI and REIL Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.275 (252) 473-2826.**COMMUNICATIONS:** CTAF/UNICOM 122.8**WASHINGTON CENTER APP/DEP CON** 124.725**RADIO AIDS TO NAVIGATION:** NOTAM FILE MQI.**WRIGHT BROTHERS (T) VORW/DME** 111.6 RBX Chan 53

N35°55.23' W75°41.82' at fld. 10/08W.

MANTEO NDB (MHW) 370 MQI N35°54.92' W75°41.70' at fld.**COMM/NAV/WEATHER REMARKS:** VORW/DME and NDB unmonitored 2300-1300Z†.

CHARLOTTE

L-35D

IAP, AD

MARION**SHIFLET FLD** (9A9) 3 N UTC-5(-4DT) N35°43.24' W82°00.59'1212 B S4 **FUEL** 100LL NOTAM FILE RDU**RWY 10-28:** 3340X180 (TURF) LIRL**RWY 10:** Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. For fuel call 828-655-1306 cash only. Rwy subject to flooding after very heavy rains on east end. Hangers are spaced closer than normal; slower taxi speeds required.

ACTIVATE LIRL Rwy 10-28 and arpt beacon—CTAF.

COMMUNICATIONS: CTAF 122.9

ATLANTA

MARKY N36°10.02' W80°02.14' NOTAM FILE GSO.**NDB (LOM)** 254 GS 139° 6.3 NM to Piedmont Triad International. (Unmonitored)

CINCINNATI

L-25E, 36F

MARTIN CO (See WILLIAMSTON)**MAXTN** N34°44.04' W79°26.66' NOTAM FILE RDU.**NDB (MHW/LOM)** 257 ME 056° 5.2 NM to Laurinburg-Maxton. OM OTS indef.

CHARLOTTE

L-35A, 36E

APP CRS
046°

Rwy Idg **4000**
TDZE **13**
Apt Elev **14**

GPS RWY 5

MANTEO/ DARE COUNTY RGNL (MQI)



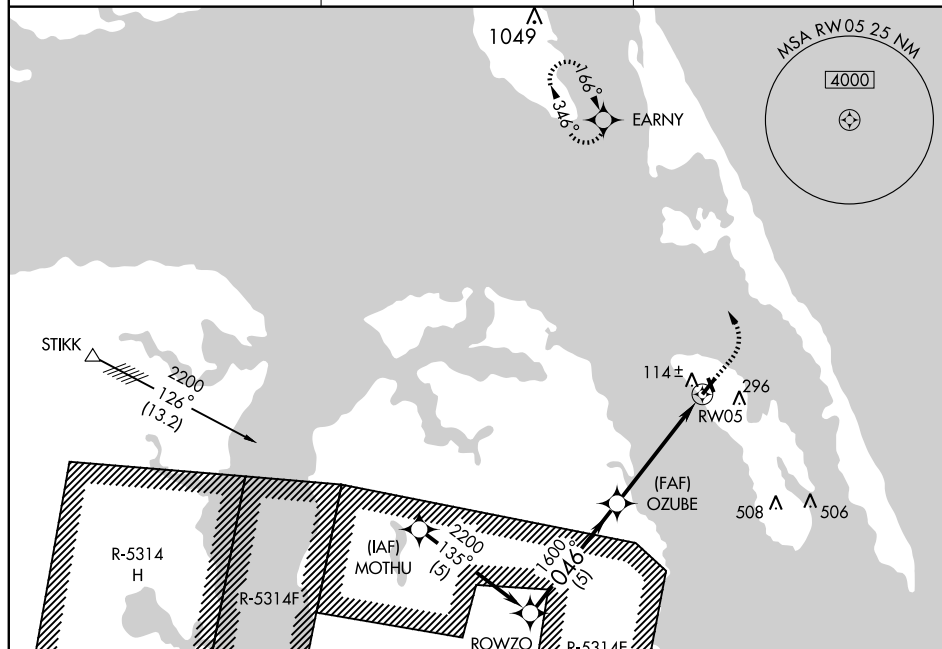
When R-5314 A,C,E,F,G or H in effect
procedure not authorized.

MISSED APPROACH: Climb to 800 then climbing left
turn to 2200 direct EARNY WP and hold.

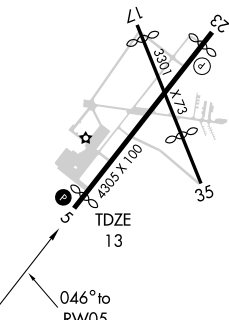
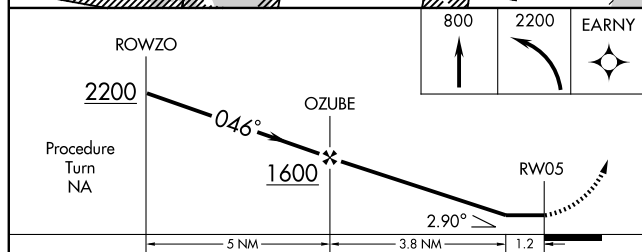
AWOS-3
128.275

WASHINGTON CENTER
124.725 350.35

UNICOM
122.8 (CTAF) 0



ELEV 14



CATEGORY	A	B	C	D
S-5	440-1 427 (500-1)		440-1½ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 0
MIRL Rwy 5-23 and 17-35 0

APP CRS **226°**
 Rwy Idg **4004**
 TDZE **13**
 Apt Elev **14**

GPS RWY 23

MANTEO/ DARE COUNTY RGNL (MQI)

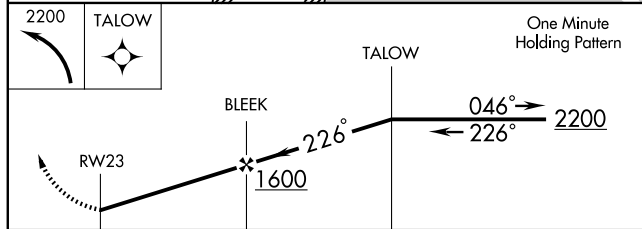
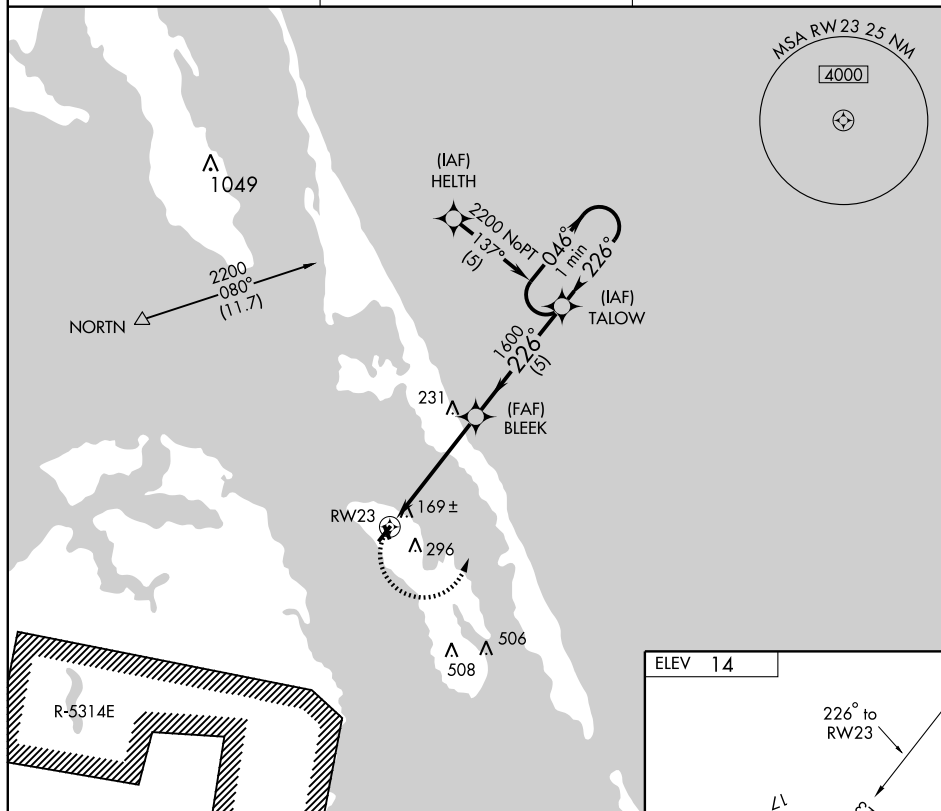


MISSED APPROACH: Climbing left turn to 2200 direct
 TALOW WP and hold.

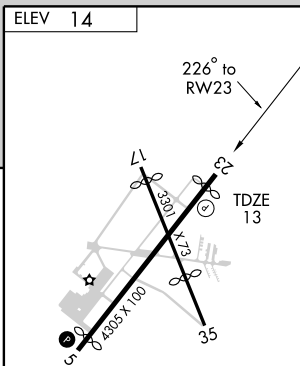
AWOS-3
128.275

WASHINGTON CENTER
124.725 350.35

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-23	440-1 427 (500-1)		440-1 1/4 427 (500-1 1/4)	NA
CIRCLING	600-1 586 (600-1)		600-1 1/2 586 (600-1 1/2)	NA



REIL Rwy 5 0
 MIREL Rwy 5-23 and 17-35 0

NDB MQI 370	APP CRS 060°	Rwy ldg TDZE Apt Elev	4000 13 14
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 5

MANTEO/ DARE COUNTY RGNL(MQI)

▼ When R-5314-A, B, C, D, E, or F in effect procedure not authorized.

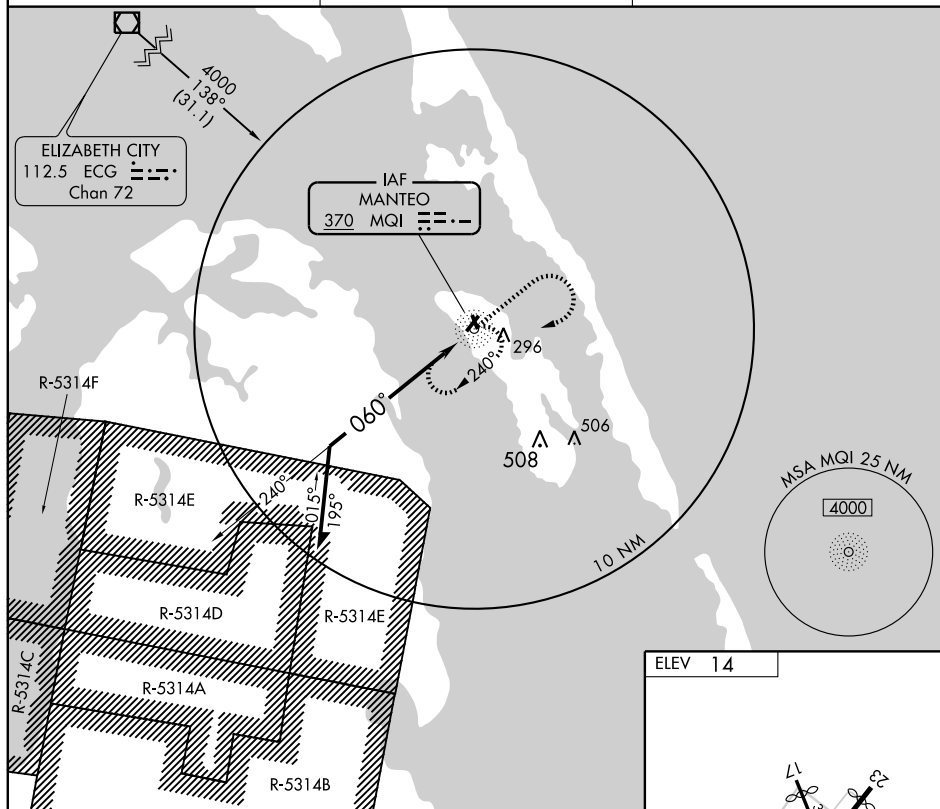
▲ NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 direct MQI NDB and hold.

AWOS-3
128.275

WASHINGTON CENTER
124.725 350.35

UNICOM
122.8 (CTAF) 0

ELEV **14**

Remain
within 10 NM

NDB

1200

1700

MQI

370

TDZE

13

060° to
MQI NDB

CATEGORY	A	B	C	D
S-5	640-1 627 (700-1)		640-1 ³ / ₄ 627 (700-1 ³ / ₄)	NA
CIRCLING	640-1 626 (700-1)		640-1 ³ / ₄ 626 (700-1 ³ / ₄)	NA

REIL Rwy 5 **0**MIRL Rwy 5-23 and 17-35 **0**

VOR/DME RBX 111.6 Chan 53	APP CRS 174°	Rwy Idg 3012 TDZE 14 Apt Elev 14
---	------------------------	---

VOR RWY 17
MANTEO/ DARE COUNTY RGNL (MQI)

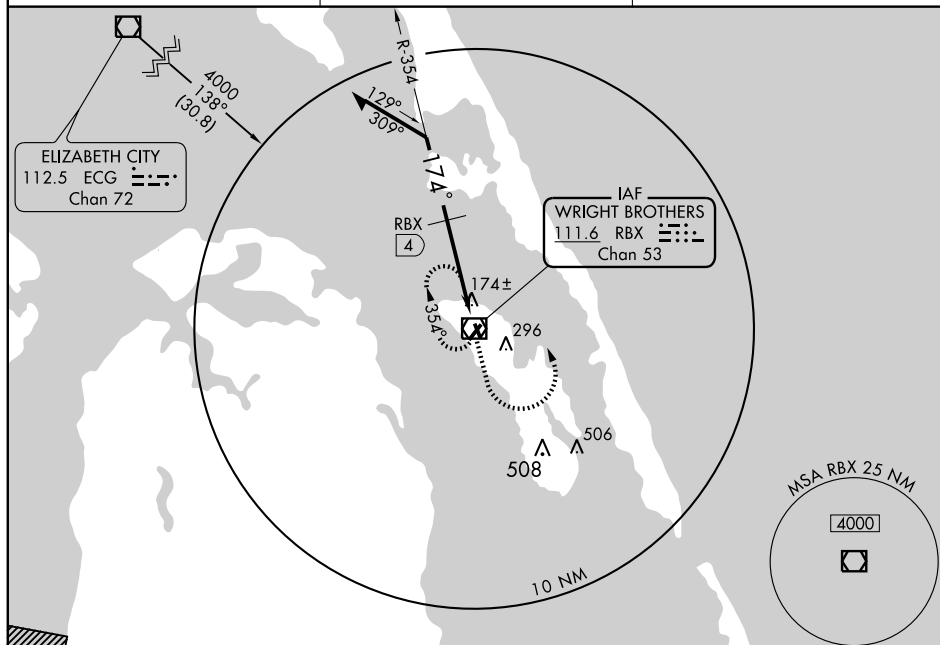
T
A NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct RBX VOR/DME and hold.

AWOS-3
128.275

WASHINGTON CENTER
124.725 350.35

UNICOM
122.8 (CTAF) **L**



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

ELEV 14

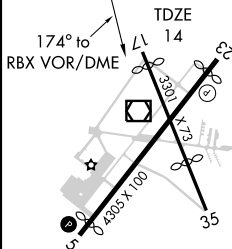
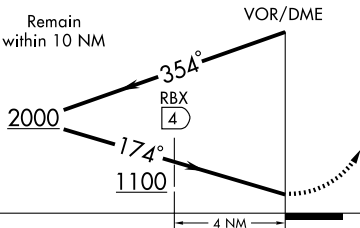
Remain
within 10 NM

VOR/DME

1000

2000

RBX



CATEGORY	A	B	C	D
S-17	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
DME MINIMUMS				
S-17	440-1	426 (500-1)	440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1	586 (600-1)	600-1½ 586 (600-1½)	NA

REIL Rwy 5 **L**
MIRL Rwys 5-23 and 17-35 **L**

MANTEO, NORTH CAROLINA

Amdt 4 09239

MANTEO/ DARE COUNTY RGNL(MQI)

35° 55' N-75° 42' W

VOR RWY 17

MAXTON

LAURINBURG—MAXTON (MEB) 3 N UTC-5(-4DT) N34°47.52' W79°21.95'

216 B S2 FUEL 100LL, JET A1+ NOTAM FILE MEB

RWY 05-23: H6503X150 (CONC) S-25, D-35 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0°TCH 51'. Trees.

RWY 23: PAPI(P4L)—GA 3.0°TCH 50'. Trees. Rgt tfc.

RWY 13-31: H3753X150 (CONC) S-25, D-35 MIRL

RWY 13: Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1300Z†-2200Z‡. For svc after hrs call 910-277-0367 or 910-318-6907. 24 hr self svc with credit card. For airframe repairs call apt to arrange for svc. Parachute Jumping. Heavy parachute jumping at south end of closed Rwy 18-36 and south side of Rwy 13-31. Farming equipment and military operations on and in/ov arpt. Rwy 13-31 spalling, heaving, cracks and loose gravel on rwy due to failed pavement areas. Upslope first 1000' Rwy 23 restricted sight distance to SW end of rwy. Parallel and connector twys on Rwy 13-31 clsd and unusable. ACTIVATE MALSR Rwy 05, PAPI Rwy 05 and Rwy 23, HIRL Rwy 05-23—CTAF. For MIRL Rwy 13-31 ctc arpt manager 910-277-3067 or 910-318-6907.

WEATHER DATA SOURCES: ASOS 134.125 (910)844-5338.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ FAYETTEVILLE APP/DEP CON 127.8

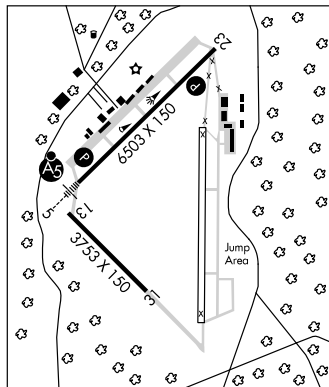
GCO 135.075 (FAYETTEVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 160° 27.6 NM to fld. 590/03W.

MAXTN NDB (MHW/LOM) 257 ME N34°44.04' W79°26.66' 056° 5.2 NM to fld. OM OTS indef.

ILS 110.7 I-MEB Rwy 05. Class IB. LOM MAXTN NDB. LOC/GS unmonitored SS-SR. OM/MM unmonitored. OM OTS indef.



MCCUTCHEON FLD (See NEW RIVER MCAS)

MEADOW BROOK FLD (See WALNUT COVE)

MEBANE

HURDLE FLD (4W7) 2 SW UTC-5(-4DT) N36°04.01' W79°16.98'

680 NOTAM FILE RDU

RWY 03-21: 2200X150 (TURF)

RWY 03: Road. **RWY 21:** P-line.

AIRPORT REMARKS: Attended irregularly. Rwy 21 unmarked p-line is difficult to see.

COMMUNICATIONS: CTAF 122.9

CINCINNATI

MEYERS HELIPORT (See CANDLER)

MICHAEL J. SMITH FLD (See BEAUFORT)

LOC I-MEB 110.7	APP CRS 054°	Rwy Idg TDZE Apt Elev	6503 216 220
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 5

MAXTON/LAURINBURG-MAXTON (MEB)

T When local altimeter setting not received, use Lumberton altimeter setting and increase DA to 473 feet and increase all MDA 60 feet. Increase S-LOC 5 Cat. D visibility ¼ mile. ADF REQUIRED.

MALSR



MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct ME LOM and hold.

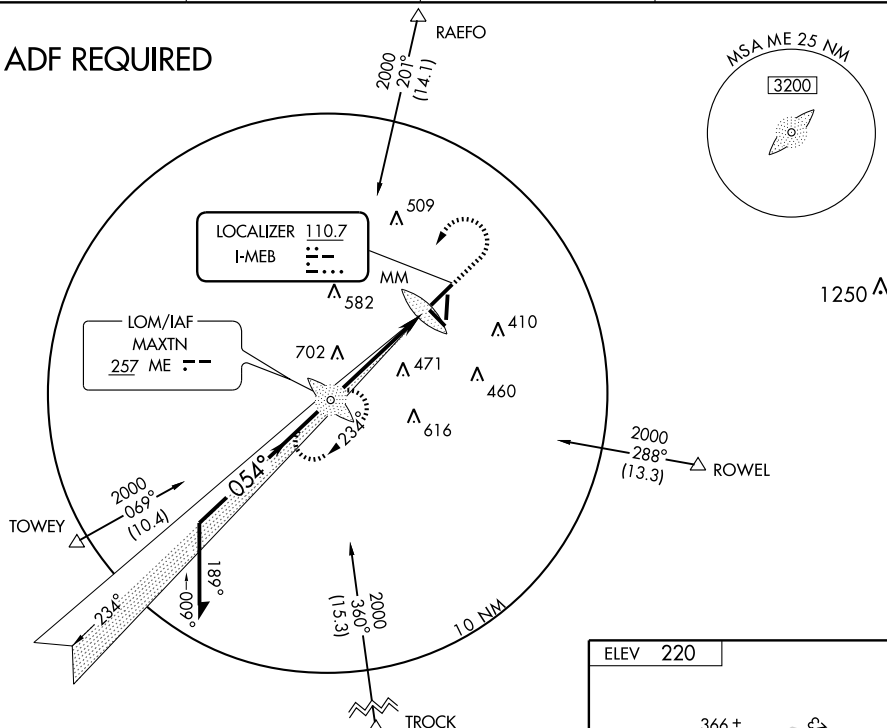
ASOS
134.125

FAYETTEVILLE APP CON
127.8 343.725

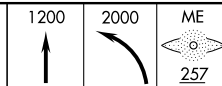
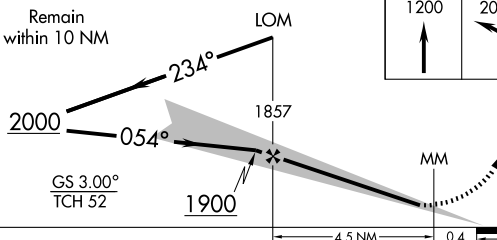
GCO
135.075

UNICOM
122.8 (CTAF)

ADF REQUIRED

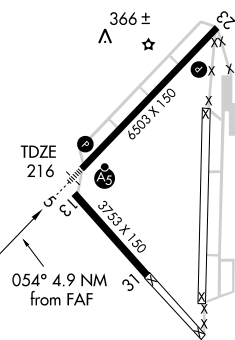


Remain within 10 NM



CATEGORY	A	B	C	D
S-ILS 5	416-½ 200 (200-½)			
S-LOC 5	720-½ 504 (500-½)		720-1 504 (500-1)	
CIRCLING	720-1 500 (500-1)		720-1½ 500 (500-1½)	
			780-2 560 (600-2)	

ELEV 220



MIRL Rwy 13-31

HIRL Rwy 5-23

FAF to MAP 4.9 NM


Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

APP CRS	Rwy Idg	6503
054°	TDZE	216
	Apt Elev	220

RNAV (GPS) RWY 5

MAXTON/LAURINBURG-MAXTON (MEB)

V When local altimeter setting not received, use Lumberton altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat. D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Lumberton altimeter setting.

MALSR 

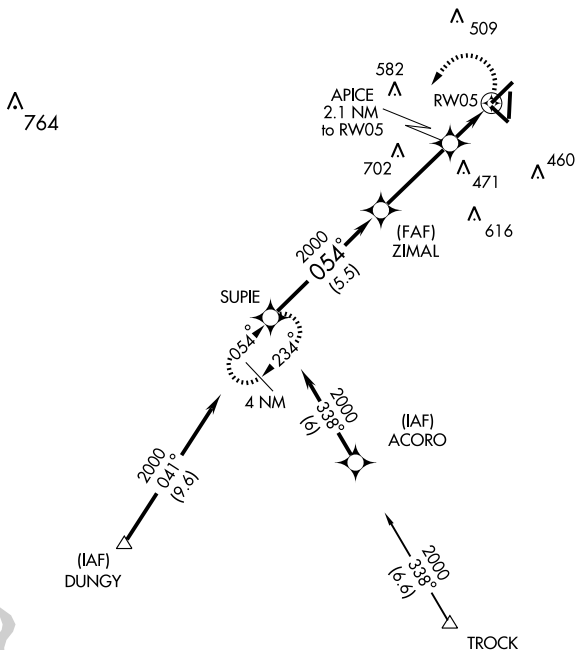
MISSED APPROACH: Climbing left turn to 2000 direct SUPIE WP and hold.

ASOS
134.125

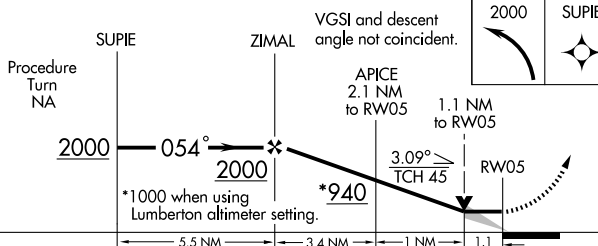
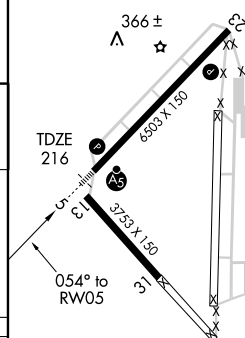
FAYETTEVILLE APP CON
127.8 343.725

GCO
135.075


UNICOM
122.8 (CTAF) 



ELEV 220



CATEGORY	A	B	C	D
LNAV MDA	620-½ 404 (400-½)	620-¾ 404 (400-¾)	620-1 404 (400-1)	620-1 404 (400-1)
CIRCLING	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)	780-2 560 (600-2)

MIRL Rwy 13-31
HIRL Rwy 5-23 

APP CRS **234°**
 Rwy Idg **6503**
 TDZE **220**
 Apt Elev **220**

RNAV (GPS) RWY 23

MAXTON/ LAURINBURG-MAXTON (MEB)



GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 If local altimeter setting not received, use Lumberton
 altimeter setting and increase all MDA's 60 feet.
 VDP NA with Lumberton altimeter setting.

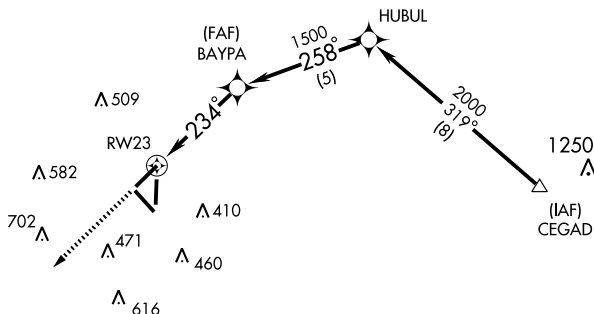
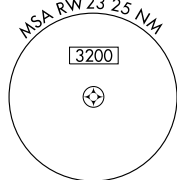
MISSED APPROACH: Climb to 2000 direct
 SUPIE WP and hold.

ASOS
134.125

FAYETTEVILLE APP CON
127.8 343.725

GCO
135.075

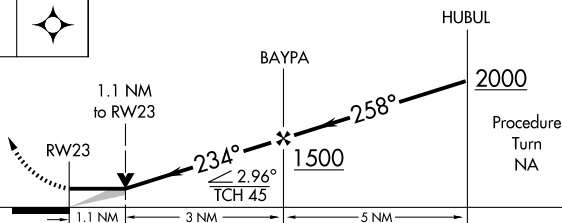
UNICOM
122.8 (CTAF) 0



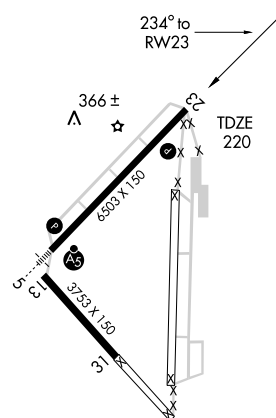
SUPIE



4 NM



ELEV 220



CATEGORY	A	B	C	D
LNAB MDA	580-1	360 (400-1)		580-1¼ 360 (400-1¼)
CIRCLING	680-1	460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)

MIRL Rwy 13-31
 HIRL Rwy 5-23 0

MOCKSVILLE

SUGAR VALLEY (31A) 6 NE UTC-5(-4DT) N35°59.12' W80°30.67'

CHARLOTTE

731 TPA-1500(769) NOTAM FILE RDU

RWY 02-20: H2424X25 (ASPH) LIRL (NSTD)

RWY 02: Trees. Rgt tfc. RWY 20: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2100Z \pm . Arpt CLOSED to transient acft 2300-1100Z \pm . Be alert for 55' trees 50' from Rwy 20 thld during ngt ops. Day VFR ops for transient acft only. Recommended ldg Rwy 02 and txf Rwy 20 due to obstructing trees on NE end. Rwy 02-20 safety area has hazardous depressions as close as 15' from pavement. Rwy 02 rwy numbers are smaller than standard. Rwy 20 rwy numbers are smaller than standard. Rwy 02-20 NSTD LIRL; not FAA approved L-800 series. Thld lgts 13' from pavement. ACTIVATE LIRL Rwy 02-20-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

710

WATERWAY 02-20: 2000X100 (WATER)

WATERWAY 02: Trees. WATERWAY 20: Ground.

SEAPLANE REMARKS: Rwy 02W-20W CLOSED indef due to low water levels.

TWIN LAKES (8A7) 5 NE UTC-5(-4DT) N35°54.89' W80°27.41'

CHARLOTTE

818 B S4 FUEL 100LL TPA-1618(800) NOTAM FILE RDU

L-25D, 36F

RWY 09-27: H2943X50 (ASPH) S-12.5 LIRL 1.5% up E

IAP

RWY 09: PAPI(P2R). Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended 1300-2200Z \pm . Fuel 24 hr self service with credit card. Deer/migratory birds occasionally on arpt. Rwy 09 18 ft drop-off 150 ft from thld left and right of centerline. Rwy 09 PAPI ops dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.7

® GREENSBORO APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 255° 24.7 NM to fld. 879/03W. HIWAS.



APP CRS **094°**
 Rwy Idg **2943**
 TDZE **818**
 Apt Elev **818**

RNAV (GPS) RWY 9

MOCKSVILLE/TWIN LAKES (8A7)

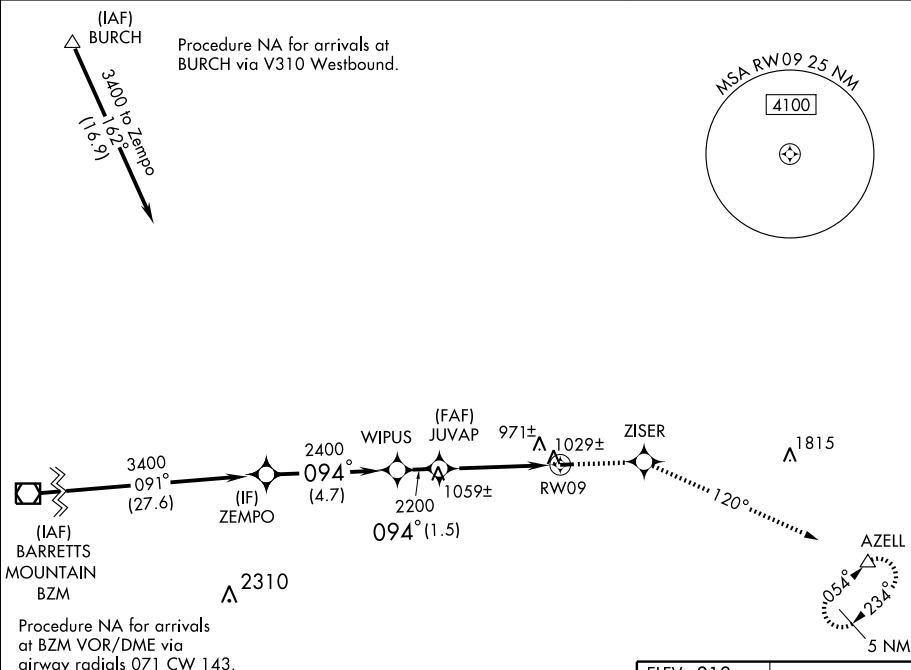
▽ Use Davidson County altimeter setting; if not received, use Smith Reynolds altimeter setting and increase all MDAs 40 feet.
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ZISER and via 120° track to AZELL and hold.

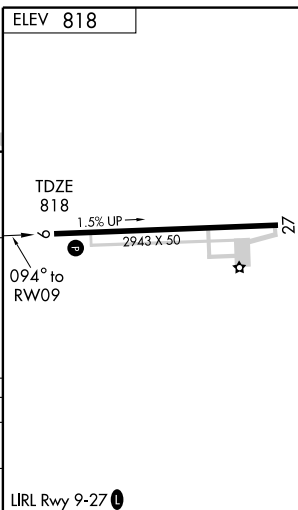
DAVIDSON COUNTY AWOS-3
119.825

GREENSBORO APP CON
124.35 269.225

UNICOM
122.7 (CTAF) 0



Procedure Turn NA	ZEMPO	WIPUS	JUVAP	RWY 09
3400	2400	2200	1029±	
094°	094°	094°	120°	
4.7 NM	1.5 NM	4.3 NM		
3.04°	TCH 35			
CATEGORY	A	B	C	D
LNNAV MDA	1320-1	502 (600-1)	1320-1½ 502 (600-1½)	NA
CIRCLING	1400-1	582 (600-1)	1400-1½ 582 (600-1½)	NA



MONROE

CHARLOTTE—MONROE EXECUTIVE (EQY) 5 NW UTC-5(-4DT) N35°01.13' W80°37.21'

CHARLOTTE

679 B S4 FUEL 100LL, JET A+ OX 3, 4 NOTAM FILE EQY
RWY 05-23: H5500X100 (ASPH) S-25 D-38 HIRL 0.3% up SW

H-9B, 12G, L-25D, 36E
IAP

RWY 05: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 41'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 44. Road.

AIRPORT REMARKS: Attended 1100-0300Z†. For after hr svc, phone 704-289-2615 or 704-320-6256. 24 hr self svc fuel, avbl for all fuel types with credit card. Deer, wildlife, and birds on and invof arpt. Unlighted construction crane located less than 1/4 mile southeast of Rwy 05-23. Arpt phone number 704-226-2300. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05—CTAF. REIL Rws 05 and 23 opr dusk-0500Z†. After 0500Z†, ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 135.775 (704) 283-5185.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **CHARLOTTE APP/DEP CON** 120.05 **CLINC DEL** 132.55

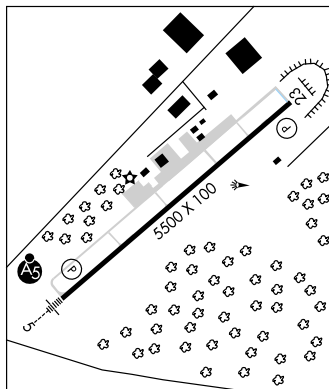
RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 127° 19.3 NM to fld. 732/05W. **HIWAS.**

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.35' W80°57.27' 086° 16.6 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

WESLEY NDB (MHW) 204 TWL N34°57.18' W80°42.31' 052° 5.8 NM to fld. NOTAM FILE EQY. NDB unmonitored 2200-1300Z†.

ILS 109.75 I-EQY Rwy 05. Class IA. LOC unmonitored 2200-1300Z†. Coupled apch not authorized blo 1120'.



MONTGOMERY CO (See STAR)

MOORE CO (See PINEHURST/SOUTHERN PINES)

MOORESVILLE

LAKE NORMAN AIRPARK (14A) 5 NW UTC-5(-4DT) N35°36.83' W80°53.97'

CHARLOTTE

839 B S4 FUEL 100LL NOTAM FILE RDU

L-25D, 36E

RWY 14-32: H3147X40 (ASPH) S-8 MIRL 1.0% up SE

RWY 14: PVASI(PSIR)—GA 4.0° TCH 15'. Trees. Thld dsplcd 185'.

RWY 32: PVASI(PSIR)—GA 4.0° TCH 5'. Road.

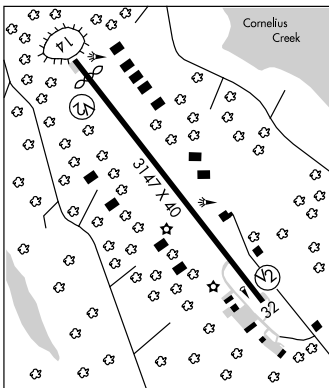
AIRPORT REMARKS: Attended 1300-2300Z†. Dep Rwy 14 heading 160° to avoid school. Full acft maintenance avbl ctc 704-662-6986. VFR operations only. Rwy 14 has uphill grade. Acft taxiing on grass in vicinity of residential airpark hanger access. Rwy numbers NSTD. Rwy 14 small numbers. Rwy 32 has 10' drop off 5' fm left side of pavement and acft parked 200' fm end of Rwy 100' right of centerline. Noise sensitive area. Avoid departures between 0400 and 1100Z†. ACTIVATE MIRL Rwy 14-32—CTAF. PVASI opr dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLOTTE APP/DEP CON** 134.75

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 11° 25.5 NM to fld. 732/05W. **HIWAS.**



MOREHEAD N34°43.87' W76°39.73' NOTAM FILE MRH.

CHARLOTTE

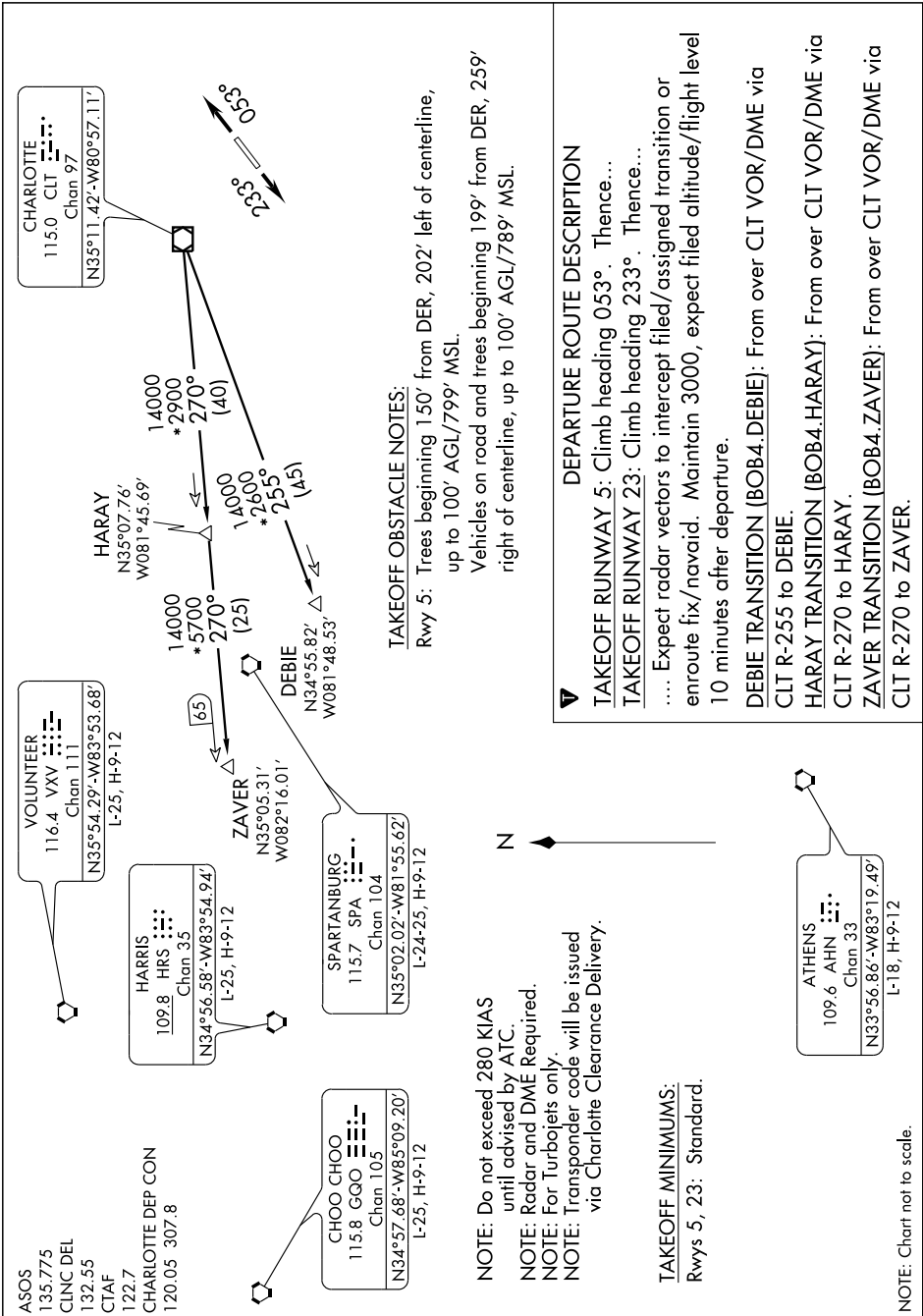
NDB (MHW) 269 MRH at Michael J. Smith Fld. NDB unmonitored.

L-33E

BOBCAT FOUR DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



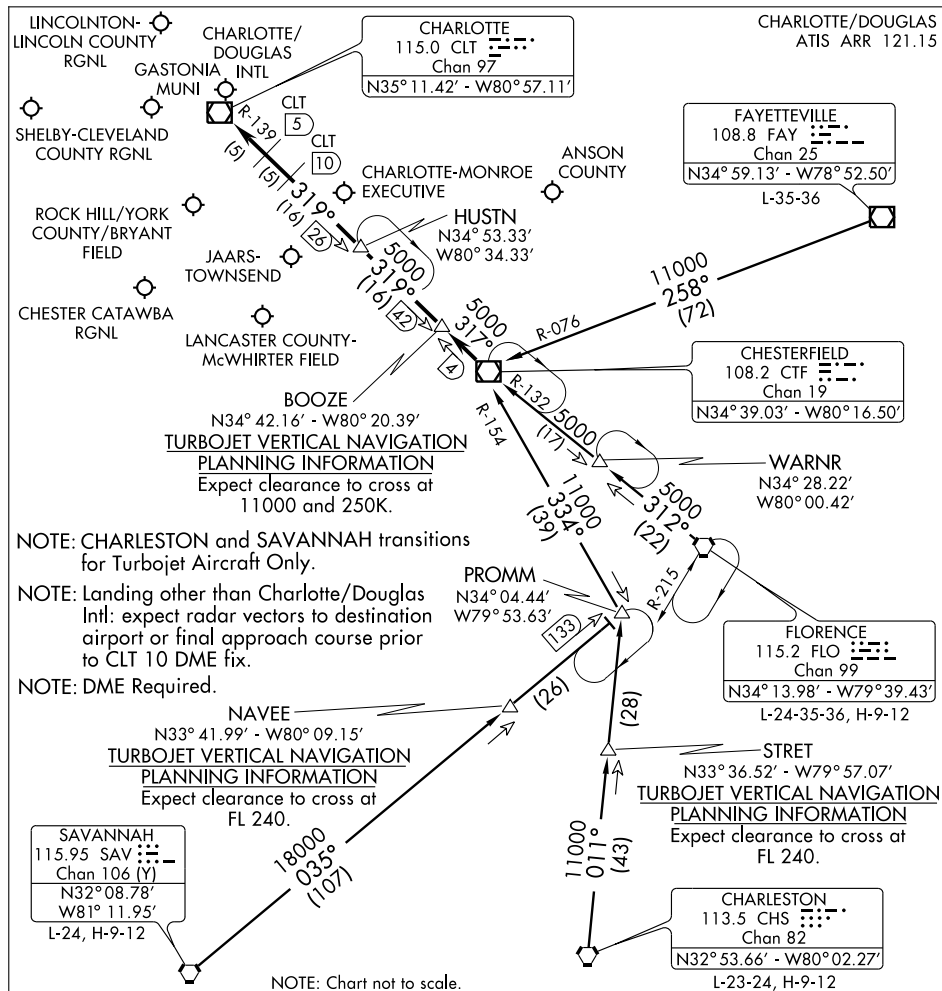
BOBCAT FOUR DEPARTURE
(BOB4.BOB) 10154

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

SE-2, 26 AUG 2010 to 23 SEP 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

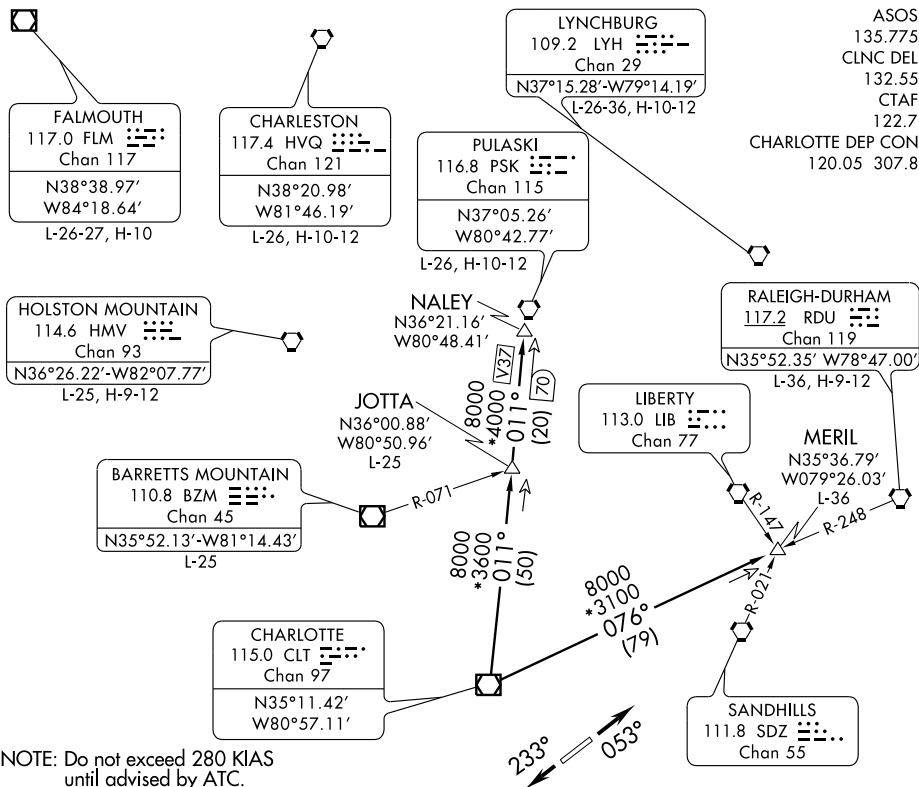
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

HORNET SIX DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA) MONROE, NORTH CAROLINA



NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: Radar and DME Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL.
Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°. Thence....

TAKEOFF RUNWAY 23: Climb heading 233°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.

MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.

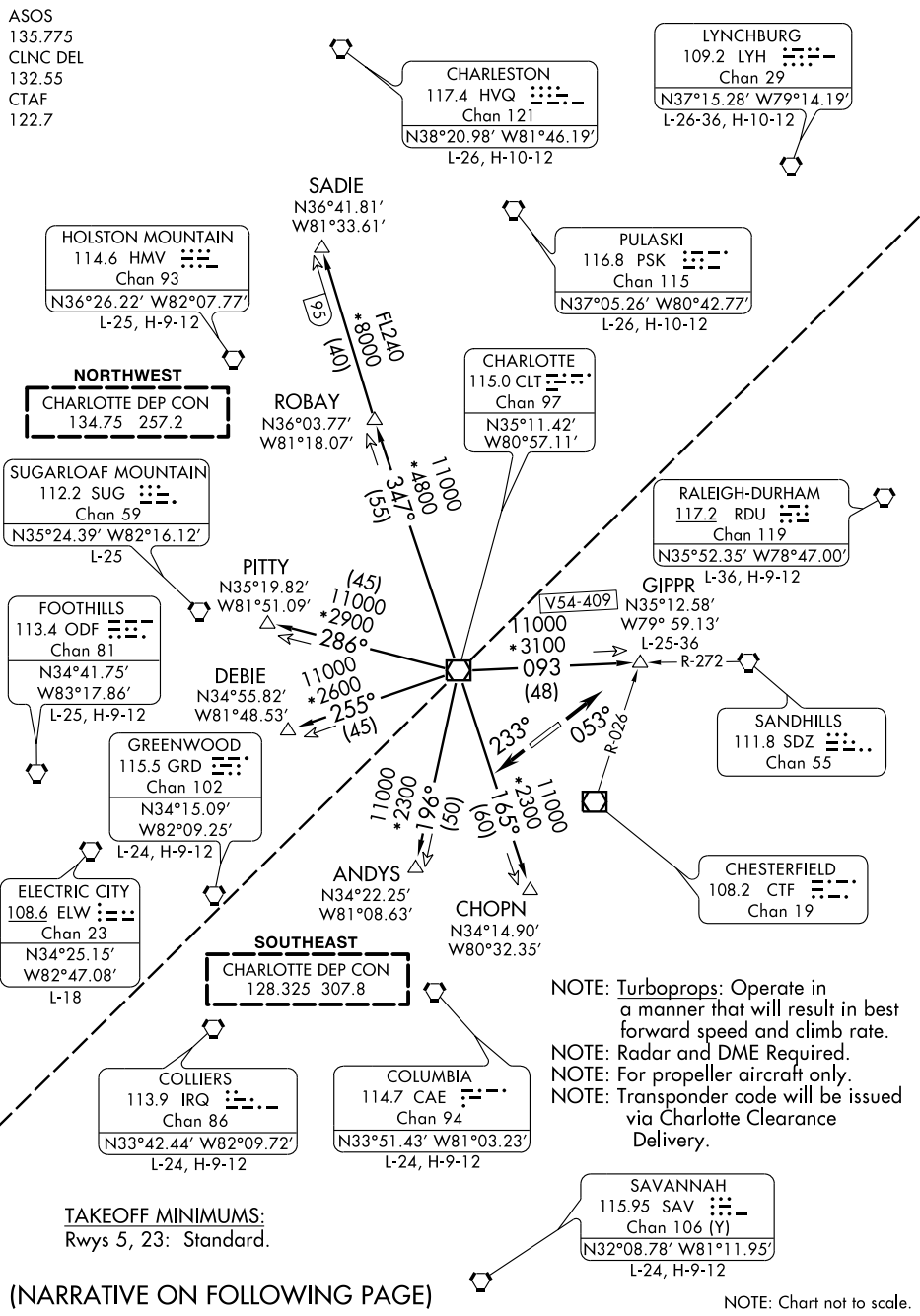
NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

HORNET SIX DEPARTURE
(HOR6.HOR) 10154

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

SE-2, 26 AUG 2010 to 23 SEP 2010

HUGO ONE DEPARTURE

 CHARLOTTE-MONROE EXECUTIVE (EQQ)
 MONROE, NORTH CAROLINA
 SL-5726 (FAA)


SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

HUGO ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°. Thence....

TAKEOFF RUNWAY 23: Climb heading 233°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.

PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.

ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.

SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL.

Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

LOC I-EQY 109.75	APP CRS 053°	Rwy Idg TDZE Apt Elev	5500 679 679
----------------------------	------------------------	-----------------------------	---

ILS or LOC/NDB RWY 5

CHARLOTTE-MONROE EXECUTIVE (EQY)

NA For inoperative MALS, increase S-LOC 5 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 1120. ADF required. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet.	MALS 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct TWL NDB and hold.
--	-----------------	---

ASOS

135.775

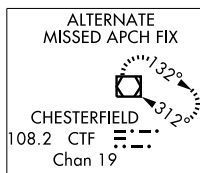
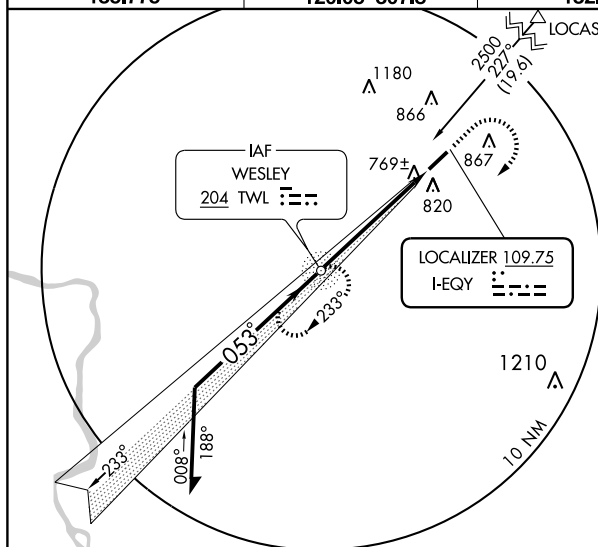
CHARLOTTE APP CON

120.05 307.8

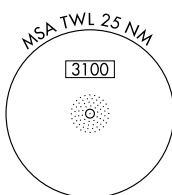
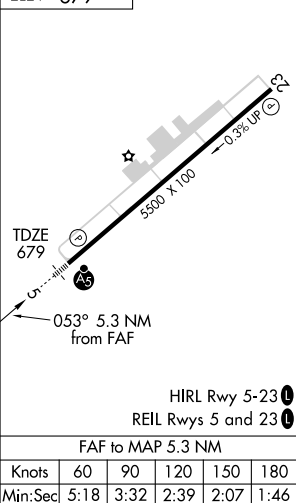
CLNC DEL

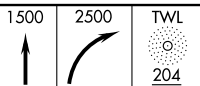
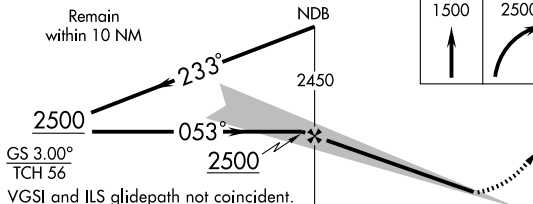
132.55

UNICOM

122.7 (CTAF) 0**ADF REQUIRED**

ELEV 679


CHESTERFIELD
 108.2 CTF
 Chan 19

 Remain
 within 10 NM


CATEGORY	A	B	C	D
S-ILS 5		879-1/2	200 (200-1/2)	
S-LOC 5		1020-1/2	341 (400-1/2)	1020-3/4 341 (400-3/4)
CIRCLING	1220-1	541 (600-1)	1220-1 1/2 541 (600-1 1/2)	1240-2 561 (600-2)

 MONROE, NORTH CAROLINA
 Amdt 1 09183

35°01'N-80°37'W

 CHARLOTTE-MONROE EXECUTIVE (EQY)
 ILS or LOC/NDB RWY 5

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° -119°) **128.32**
 (120° -245°) **120.05**
 (246° -360°) **134.75**
 (180° -359°) **257.2**
 (360° -179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28' - W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17' - W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35' - W78°47.00'
 L-36, H-9-12

SUDSY
 N35°44.58' - W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.
 NOTE: RADAR required for LIB R-273.
 NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273
 to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . .

. . . From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

PANTHER ONE DEPARTURE

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

BUCKL
N34°31.50'
W80°52.89'

COLUMBIA
114.7 CAE
Chan 94
N33°51.43'
W81°03.23'
L-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106 (Y)

TREAL
N33°04.18'
W81°26.46'

DUNKN
N31°58.70'
W81°57.93'

TAYLOR
112.9 TAY
Chan 76
N30°30.28'
W82°33.17'
L-21-24, H-8

CRAIG
114.5 CRG
Chan 92

NOTE: Do not exceed 280 KIAS
until advised by ATC.
NOTE: Radar and DME required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued
via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PANTHER ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°. Thence....

TAKEOFF RUNWAY 23: Climb heading 233°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL and CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL.
Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 66002 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	5500 679 679
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 5

CHARLOTTE-MONROE EXECUTIVE (EQY)

For inoperative MALSR, increase LPV all Cats visibility to 1, and LNAV Cat D to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.



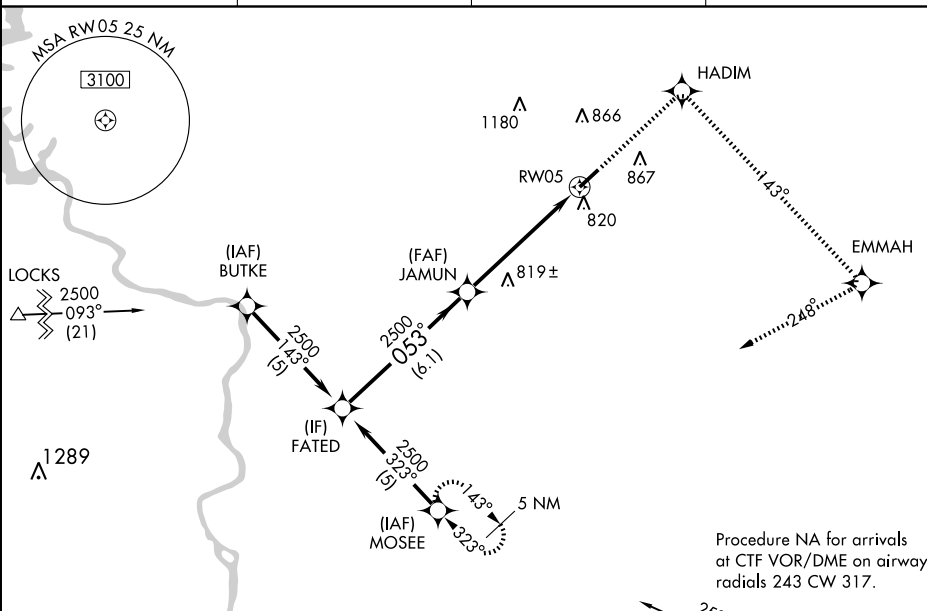
MISSED APPROACH: Climb to 2500 direct HADIM then via 143° track to EMMAH and right turn via 248° track to MOSEE and hold.

ASOS
135.775

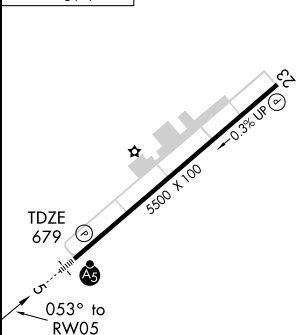
CHARLOTTE APP CON
120.05 307.8

CLNC DEL
132.55

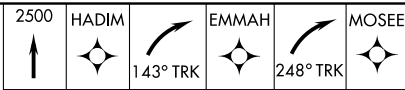
UNICOM
122.7 (CTAF)



ELEV 679



Procedure Turn NA



FATED

2500

JAMUN

2500

*1.1 NM to RW05

*LNAV only

GS 3.00° TCH 41

6.1 NM 4.4 NM 1.1 NM

CATEGORY	A	B	C	D
LPV DA	929-½ 250 (300-½)			
LNAV/VNAV DA	1080-1 401 (500-1)			
LNAV MDA	1080-½	401 (500-½)	1080-¾ 401 (500-¾)	1080-1 401 (500-1)
CIRCLING	1220-1	541 (600-1)	1220-1½ 541 (600-1½)	1240-2 561 (600-2)

APP CRS **233°**
 Rwy Idg **5500**
 TDZE **662**
 Apt Elev **679**

RNAV (GPS) RWY 23

CHARLOTTE-MONROE EXECUTIVE (EQY)



DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 60 feet. VDP NA when using Charlotte altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ZOPOC and hold.

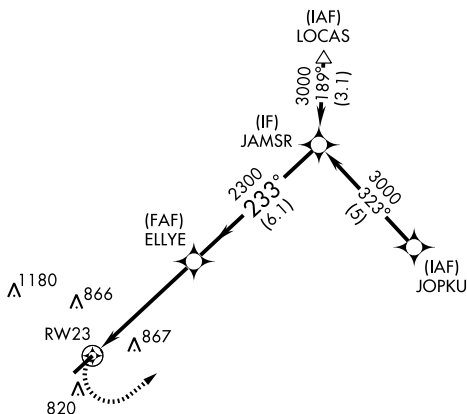
ASOS
135.775

CHARLOTTE APP CON
120.05 307.8

CLNC DEL
132.55

UNICOM
122.7 (CTAF) 0

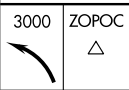
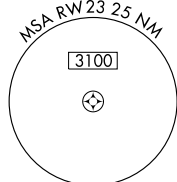
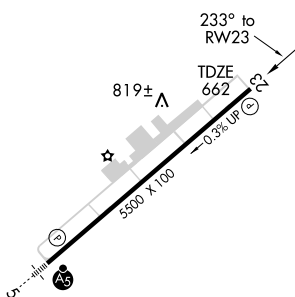
2041



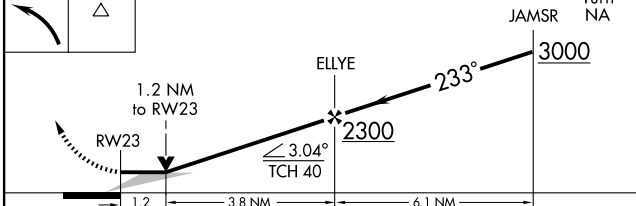
Procedure NA for arrivals at HUSTN via V296 westbound.

HUSTN

ELEV 679



Procedure Turn NA



CATEGORY	A	B	C	D
LNVA MDA	1080-1 418 (500-1)	1080-1 418 (500-1)	1080-1 418 (500-1)	1080-1 418 (500-1)
CIRCLING	1220-1 541 (600-1)	1220-1 541 (600-1)	1220-1 541 (600-1)	1240-2 561 (600-2)

HIRL Rwy 5-23

REIL Rwy 5 and 23

MONROE, NORTH CAROLINA

Orig 09183

CHARLOTTE-MONROE EXECUTIVE (EQY)

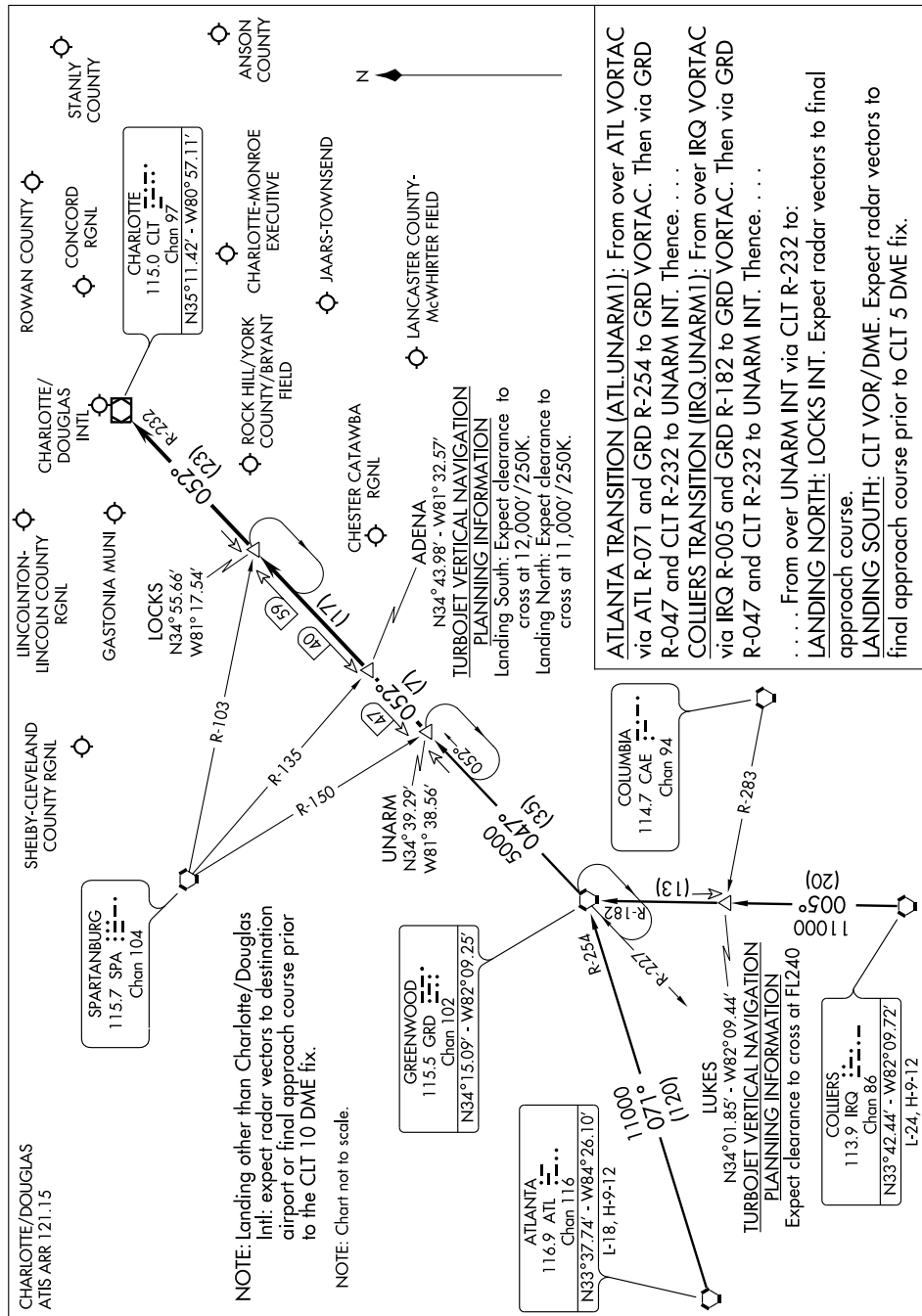
35° 01' N-80° 37' W

RNAV (GPS) RWY 23

SHINE FIVE ARRIVAL



SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

MONROE

CHARLOTTE—MONROE EXECUTIVE (EQY) 5 NW UTC-5(-4DT) N35°01.13' W80°37.21'

CHARLOTTE

679 B S4 FUEL 100LL, JET A+ OX 3, 4 NOTAM FILE EQY
RWY 05-23: H5500X100 (ASPH) S-25 D-38 HIRL 0.3% up SW

H-9B, 12G, L-25D, 36E
IAP

RWY 05: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 41'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 44. Road.

AIRPORT REMARKS: Attended 1100-0300Z†. For after hr svc, phone 704-289-2615 or 704-320-6256. 24 hr self svc fuel, avbl for all fuel types with credit card. Deer, wildlife, and birds on and invof arpt. Unlighted construction crane located less than 1/4 mile southeast of Rwy 05-23. Arpt phone number 704-226-2300. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05—CTAF. REIL Rws 05 and 23 opr dusk-0500Z†. After 0500Z†, ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 135.775 (704) 283-5185.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **CHARLOTTE APP/DEP CON** 120.05 **CLINC DEL** 132.55

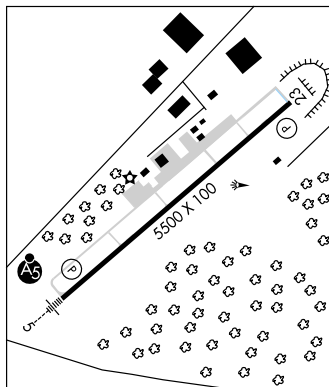
RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 127° 19.3 NM to fld. 732/05W. **HIWAS.**

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.35' W80°57.27' 086° 16.6 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

WESLEY NDB (MHW) 204 TWL N34°57.18' W80°42.31' 052° 5.8 NM to fld. NOTAM FILE EQY. NDB unmonitored 2200-1300Z†.

ILS 109.75 I-EQY Rwy 05. Class IA. LOC unmonitored 2200-1300Z†. Coupled apch not authorized blo 1120'.



MONTGOMERY CO (See STAR)

MOORE CO (See PINEHURST/SOUTHERN PINES)

MOORESVILLE

LAKE NORMAN AIRPARK (14A) 5 NW UTC-5(-4DT) N35°36.83' W80°53.97'

CHARLOTTE

839 B S4 FUEL 100LL NOTAM FILE RDU

L-25D, 36E

RWY 14-32: H3147X40 (ASPH) S-8 MIRL 1.0% up SE

RWY 14: PVASI(PSIR)—GA 4.0° TCH 15'. Trees. Thld dsplcd 185'.

RWY 32: PVASI(PSIR)—GA 4.0° TCH 5'. Road.

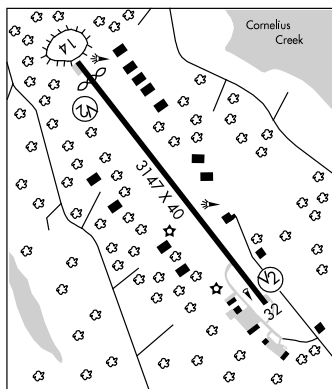
AIRPORT REMARKS: Attended 1300-2300Z†. Dep Rwy 14 heading 160° to avoid school. Full acft maintenance avbl ctc 704-662-6986. VFR operations only. Rwy 14 has uphill grade. Acft taxiing on grass in vicinity of residential airpark hanger access. Rwy numbers NSTD. Rwy 14 small numbers. Rwy 32 has 10' drop off 5' fm left side of pavement and acft parked 200' fm end of Rwy 100' right of centerline. Noise sensitive area. Avoid departures between 0400 and 1100Z†. ACTIVATE MIRL Rwy 14-32—CTAF. PVASI opr dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLOTTE APP/DEP CON** 134.75

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 11° 25.5 NM to fld. 732/05W. **HIWAS.**



MOREHEAD N34°43.87' W76°39.73' NOTAM FILE MRH.

CHARLOTTE

NDB (MHW) 269 MRH at Michael J. Smith Fld. NDB unmonitored.

L-33E

APP CRS	Rwy Idg	2962
144°	TDZE	839
	Apt Elev	839

RNAV (GPS) RWY 14

MOORESVILLE/ LAKE NORMAN AIRPARK (14A)

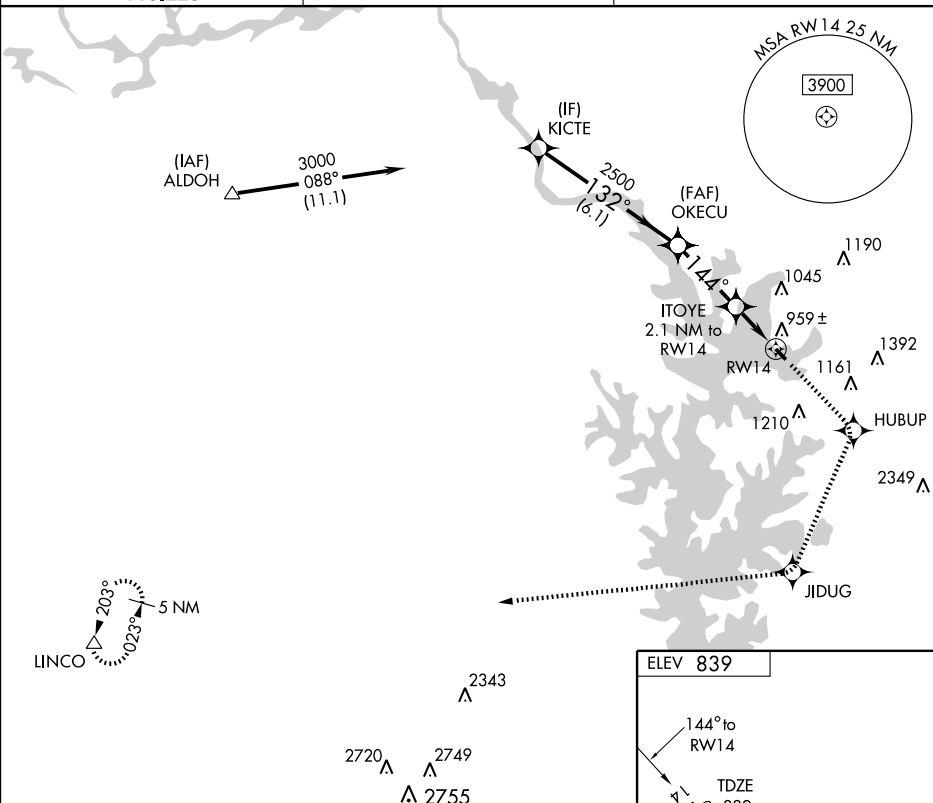
V Use Statesville altimeter setting; if not received, use Charlotte altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA. Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 4000 direct HUBUP and via 210° track to JIDUG and 271° track to LINCO and hold.

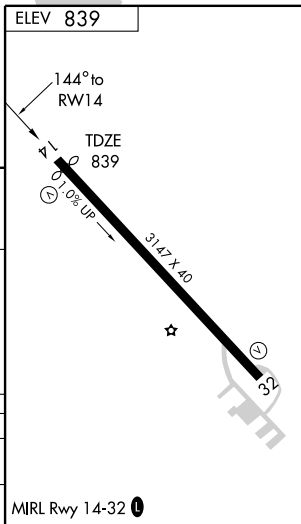
STATESVILLE RGNL
AWOS-3
119.225

CHARLOTTE APP CON
134.75 257.2

UNICOM
122.8 (CTAF) 0



	KICTE	4000	HUBUP	JIDUG	LINCO
		↑	↑	↑	△
			210° TRK	271° TRK	
Procedure Turn NA	3000	OKECU	ITOYE 2.1 NM to RW14	RW14	
	132°	2500	144°	1420	
		6.1 NM	3 NM	2.1 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1260-1	421 (500-1)	NA	NA	
CIRCLING	1320-1	481 (500-1)	NA	NA	



MORGANTON

FOOTHILLS RGNL (MRN) 6 NE UTC-5(-4DT) N35°49.21' W81°36.68'

1270 B S5 FUEL 100LL, JET A1+ OX 1, 4 NOTAM FILE MRN

RWY 03-21: H5500X75 (ASPH) D-60 MRL 0.7% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 66'.

RWY 21: REIL. PAPI(P4R)—GA 3.5° TCH 50'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300Z±-SS, Sun 1400Z±-SS.

After hrs fuel or svc call 828-757-0099. Glider activity dalgt hrs.

Deer and coyote on and invof arpt. Rwy 03, 100' dropoff 330' from thld and 80' both sides of centerline along first 1000' of rwy.

Rwy 21, 30' dropoff 400' from thld both sides and 10' dropoff 50' from thld and 150' right of centerline. ACTIVATE MRL Rwy 03-21,

REIL Rwy 03 and Rwy 21 and PAPI Rwy 03 and Rwy 21-CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (828) 757-0788.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 125.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

BARRETT'S MOUNTAIN (L) VOR/DME 110.8 BZM Chan

45 N35°52.13' W81°14.43' 267° 18.3 NM to fld.

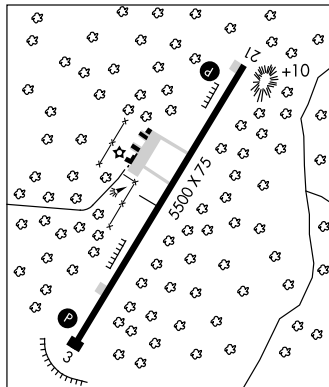
1880/06W.

FIDDLERS NDB (MHW) 391 FIQ N35°42.61' W81°40.28'

031° 7.2 NM to fld. NDB unusable byd 20 NM. NDB located

41,900' from threshold Rwy 03 and 400' SE of extended centerline.

ILS 111.1 I-MRN Rwy 03. Localizer only.



MOUNT AIRY/SURRY CO (MWK) 3 SE UTC-5(-4DT) N36°27.58' W80°33.18'

1249 B S2 FUEL 100LL, JET A1+ NOTAM FILE MWK

RWY 18-36: H4301X75 (ASPH) S-10 MRL 0.9% up N

RWY 18: PAPI(P2L)—GA 4.0° TCH 27'. Thld dsplcd 490'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dark. After hr svc avbl/posted on door. CAUTION—Trees elevation 1235 ft located 150 ft S and 100 ft E of threshold Rwy 36. Rwy 36-50 ft drop-off 300 ft from thld and 150 ft right and left of centerline. Rwy 18-36 opr dusk-0330Z±; after 0330Z± ACTIVATE—CTAF. ACTIVATE PAPI Rws 18 and 36 and REIL Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (336) 789-2299.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ GREENSBORO APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

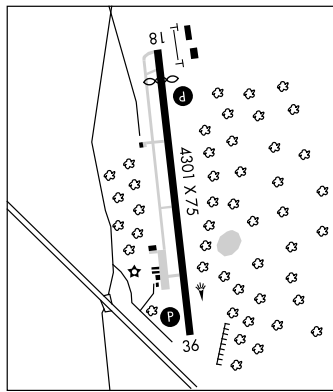
GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74' W79°58.58' 315° 37.4 NM to fld. 879/03W. HIWAS.

NDB (MHW) 223 AZW N36°22.86' W80°32.41' 360° 4.8 NM to fld. NOTAM FILE MWK. Unmonitored 2300-1200Z±.

CINCINNATI

L-26J

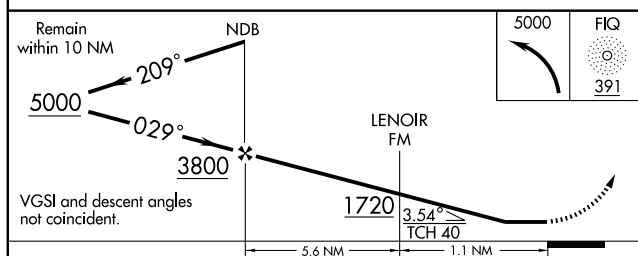
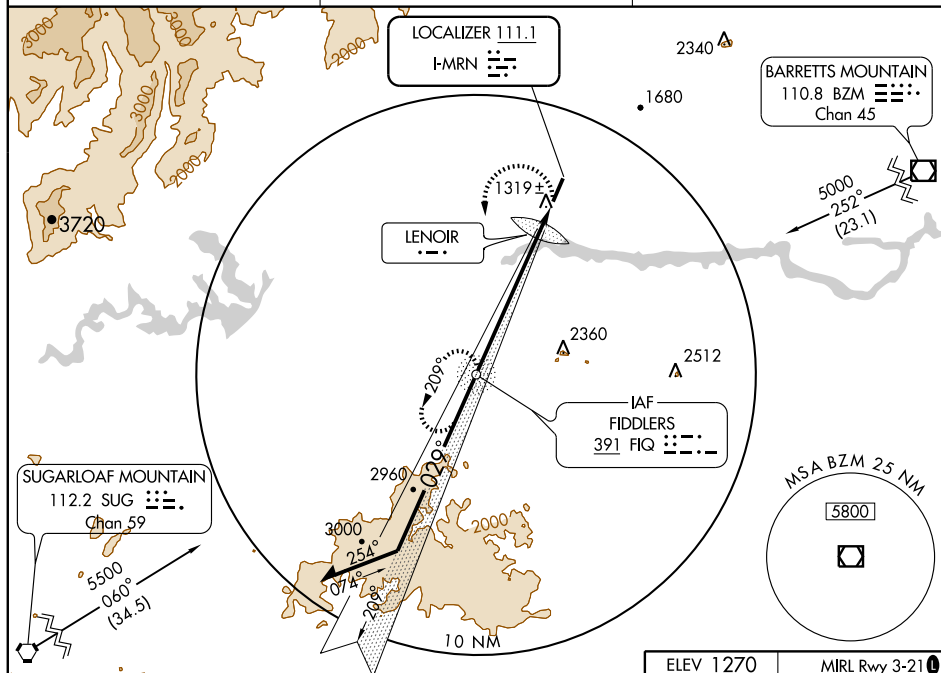
IAP



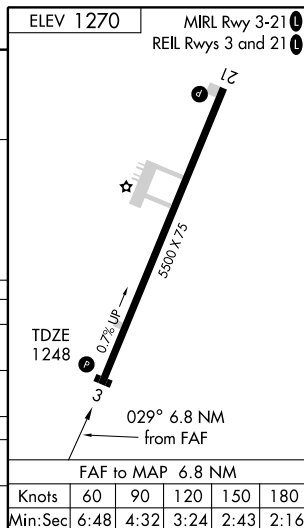
LOC I-MRN	APP CRS	Rwy Idg	5500
111.1	029°	TDZE	1248
		Apt Elev	1270

<div> <div></div> <div>ADF REQUIRED</div> </div>	MISSED APPROACH: Climbing left turn to 5000 direct FIQ NDB and hold.
--	---

AWOS-3 124.175	ATLANTA CENTER 125.15 263.0	UNICOM 122.7 (CTAF) 0
-------------------	--------------------------------	--------------------------



CATEGORY	A	B	C	D
S-3	1720-1	472 (500-1)	1720-1¼ 472 (500-1¼)	1720-1½ 472 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)
FM MINIMUMS				
S-3	1580-1	332 (400-1)		
CIRCLING	1700-1 430 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)



APP CRS
031°

Rwy ldg
TDZE
1248

Apt Elev
1270

RNAV (GPS) RWY 3

MORGANTON/FOOTHILLS RGNL (MR.N)

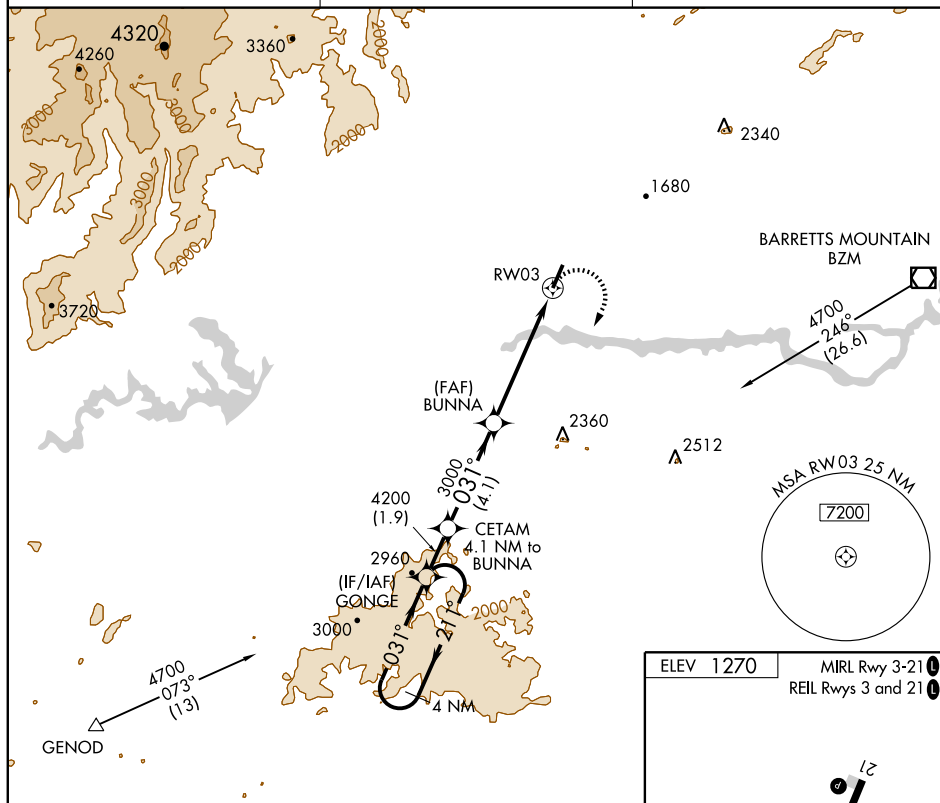
▼ DME/DME RNP-0.3 NA. Circling to Rwy 21 NA at night.
▲ If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4700 direct GONGE and hold.

AWOS-3
124.175

ATLANTA CENTER
125.15 263.0

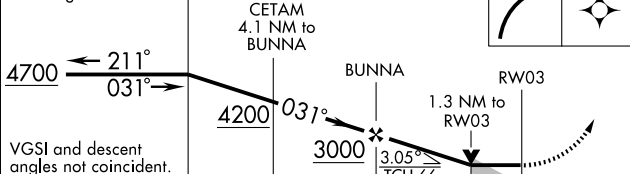
UNICOM
122.7 (CTAF)



ELEV **1270**

MIRL Rwy 3-21
REIL Rwy 3 and 21

4 NM Holding Pattern GONGE



CATEGORY	A	B	C	D
RNAV MDA	1700-1	452 (500-1)	1700-1½ 452 (500-1½)	1700-1½ 452 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)

APP CRS	Rwy ldg	5500
211°	TDZE	1268
	Apt Elev	1270

RNAV (GPS) RWY 21

MORGANTON/FOOTHILLS RGNL (MR.N)



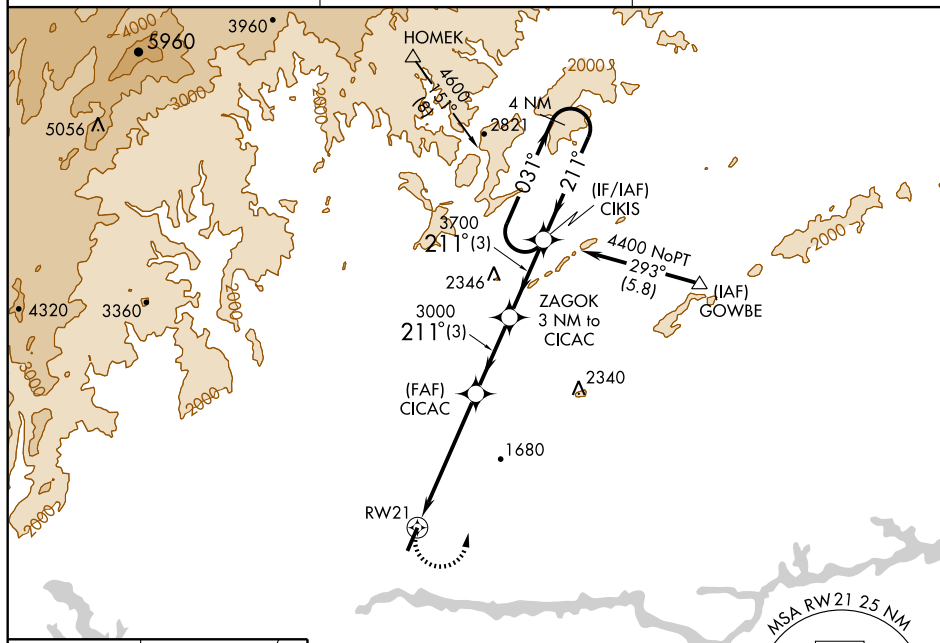
If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet. VDP NA with Hickory Rgnl altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 21 NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct CIKIS and hold.

AWOS-3
124.175

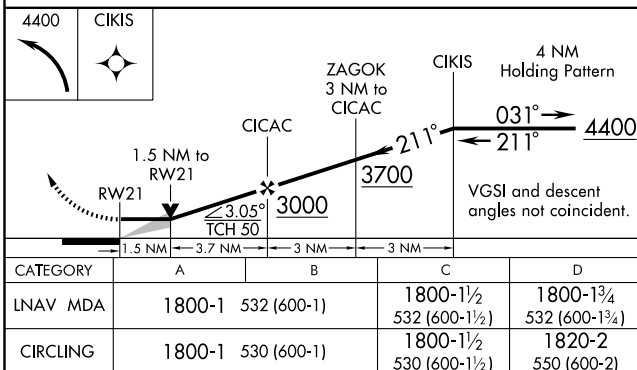
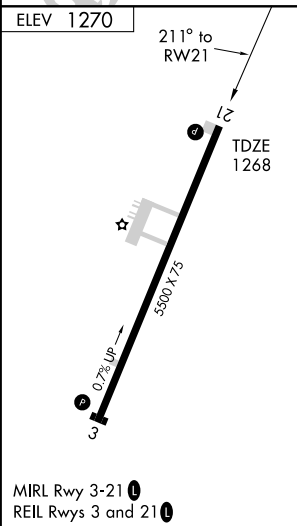
ATLANTA CENTER
125.15 263.0

UNICOM
122.7 (CTAF) 0



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



MORGANTON

FOOTHILLS RGNL (MRN) 6 NE UTC-5(-4DT) N35°49.21' W81°36.68'

1270 B S5 FUEL 100LL, JET A1+ OX 1, 4 NOTAM FILE MRN

RWY 03-21: H5500X75 (ASPH) D-60 MRL 0.7% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 66'.

RWY 21: REIL. PAPI(P4R)—GA 3.5° TCH 50'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300Z±-SS, Sun 1400Z±-SS.

After hrs fuel or svc call 828-757-0099. Glider activity dalgt hrs.

Deer and coyote on and invof arpt. Rwy 03, 100' dropoff 330' from thld and 80' both sides of centerline along first 1000' of rwy.

Rwy 21, 30' dropoff 400' from thld both sides and 10' dropoff 50' from thld and 150' right of centerline. ACTIVATE MRL Rwy 03-21,

REIL Rwy 03 and Rwy 21 and PAPI Rwy 03 and Rwy 21-CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (828) 757-0788.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 125.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

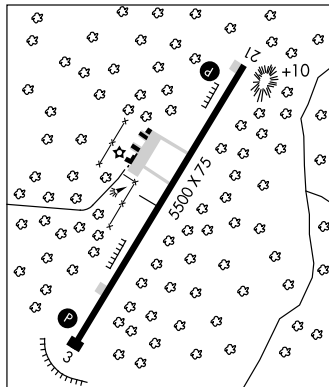
BARRETT'S MOUNTAIN (L) VOR/DME 110.8 BZM Chan

45 N35°52.13' W81°14.43' 267° 18.3 NM to fld.
1880/06W.

FIDDLERS NDB (MHW) 391 FIQ N35°42.61' W81°40.28'

031° 7.2 NM to fld. NDB unusable byd 20 NM. NDB located
41,900' from threshold Rwy 03 and 400' SE of extended
centerline.

ILS 111.1 I-MRN Rwy 03. Localizer only.



MOUNT AIRY/SURRY CO (MWK) 3 SE UTC-5(-4DT) N36°27.58' W80°33.18'

1249 B S2 FUEL 100LL, JET A1+ NOTAM FILE MWK

RWY 18-36: H4301X75 (ASPH) S-10 MRL 0.9% up N

RWY 18: PAPI(P2L)—GA 4.0° TCH 27'. Thld dsplcd 490'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dark. After hr svc avbl/posted on door. CAUTION—Trees elevation 1235 ft located 150 ft S and 100 ft E of threshold Rwy 36. Rwy 36-50 ft drop-off 300 ft from thld and 150 ft right and left of centerline. Rwy 18-36 opr dusk-0330Z±; after 0330Z± ACTIVATE—CTAF. ACTIVATE PAPI Rws 18 and 36 and REIL Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (336) 789-2299.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ GREENSBORO APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

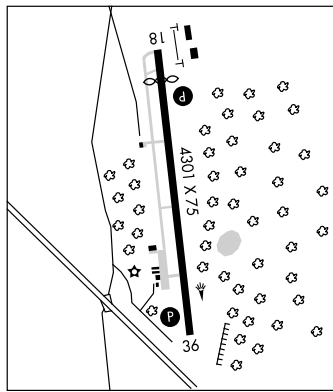
GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74' W79°58.58' 315° 37.4 NM to fld. 879/03W. HIWAS.

NDB (MHW) 223 AZW N36°22.86' W80°32.41' 360° 4.8 NM to fld. NOTAM FILE MWK. Unmonitored 2300-1200Z±.

CINCINNATI

L-26J

IAP



NDB AZW 223	APP CRS 359°	Rwy Idg TDZE Apt Elev	4301 1208 1247
-----------------------	------------------------	-----------------------------	---

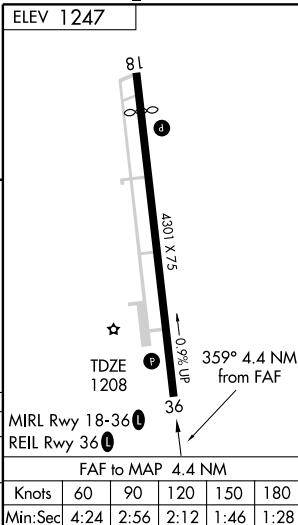
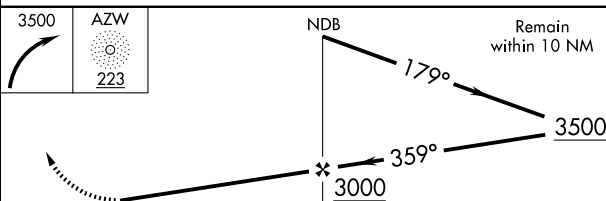
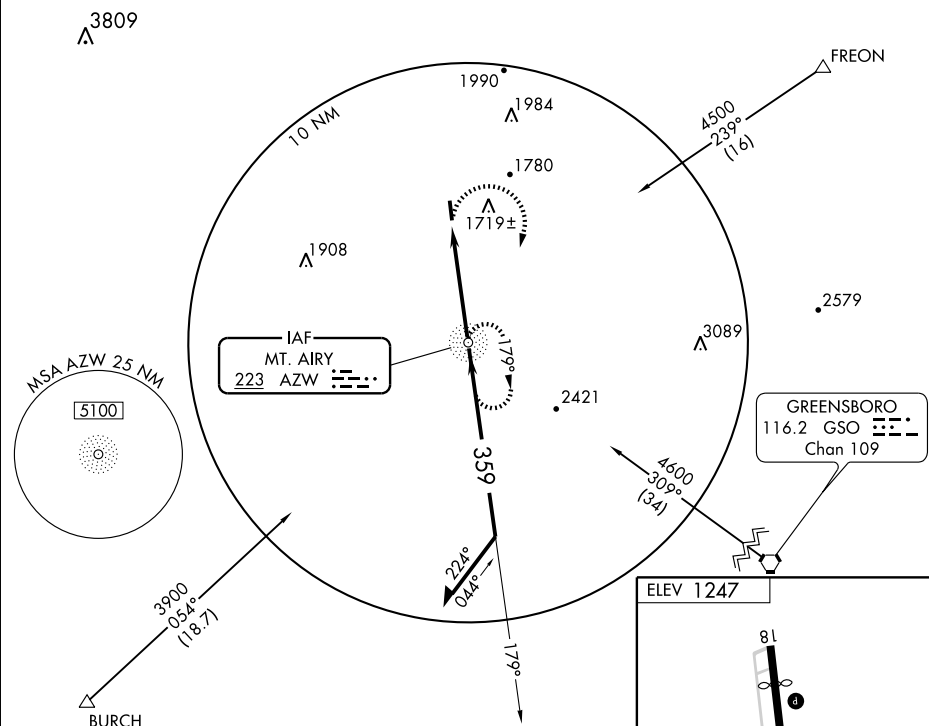
NDB RWY 36

MOUNT AIRY/ SURRY COUNTY (MWK)



Circling not authorized East of Rwy 18-36.

MISSED APPROACH: Climbing right turn to 3500 direct AZW NDB and hold.

AWOS-3
121.125GREENSBORO APP CON
124.35 269.225UNICOM
123.0 (CTAF) 0

CATEGORY	A	B	C	D
S-36	2000-1 792 (800-1)	2000-1¼ 792 (800-1¼)	2000-2¼ 792 (800-2¼)	2000-2½ 792 (800-2½)
CIRCLING	2020-1 773 (800-1)	2020-1¼ 773 (800-1¼)	2020-2¼ 773 (800-2¼)	2020-2½ 773 (800-2½)

MIRL Rwy 18-36 0				
REIL Rwy 36 0				
FAF to MAP 4.4 NM				
Knots	60	90	120	150
Min:Sec	4:24	2:56	2:12	1:46

WAAS Ch 58317 W18A	APP CRS 180°	Rwy Idg 3811 TDZE 1241 Apt Elev 1249
--	------------------------	---

RNAV (GPS) RWY 18


MOUNT AIRY/ SURRY COUNTY (MWK)

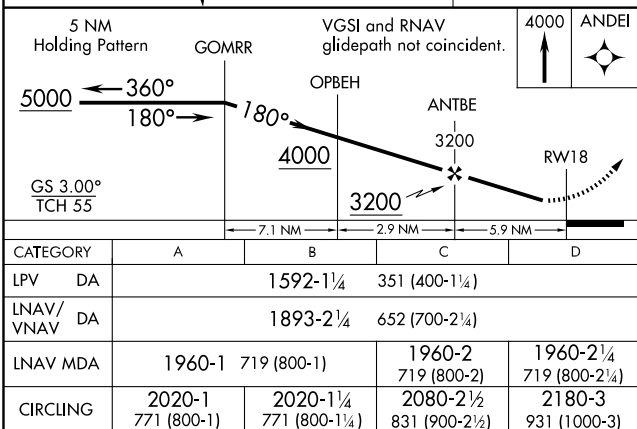
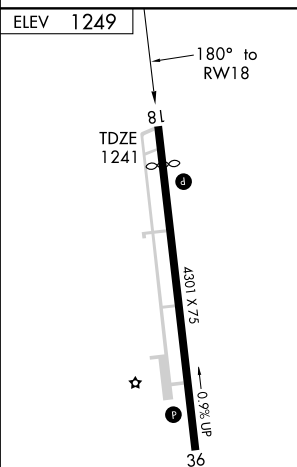
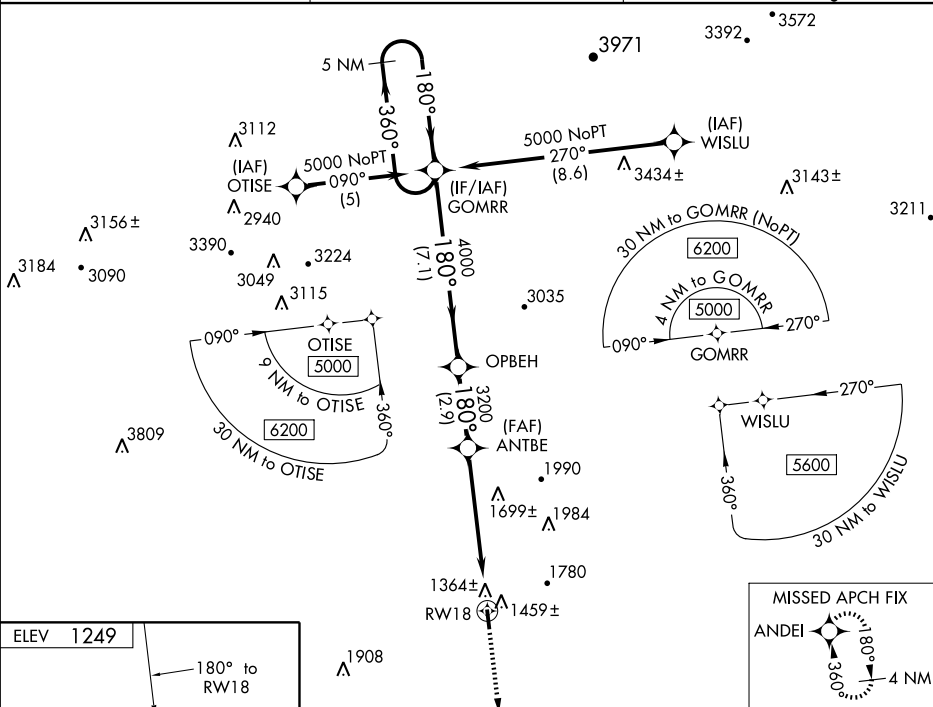
⚠ When VGSI inop, procedure NA at night. Baro-VNAV NA when using Wilkes County altimeter setting. For uncorrected Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Wilkes County altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats B/C/D visibility ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH:
Climb to 4000 direct
ANDEI and hold.

AWOS-3
121.125

GREENSBORO APP CON
124.35 269.225

UNICOM
123.0 (CTAF) 



MOUNT AIRY, NORTH CAROLINA
Orig 03JUN10

36°28'N-80°33'W

MOUNT AIRY/ SURRY COUNTY (MWK)
RNAV (GPS) RWY 18

SE-2. 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS Ch 99717 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	4301 1228 1249
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

MOUNT AIRY/ SURRY COUNTY (MWK)

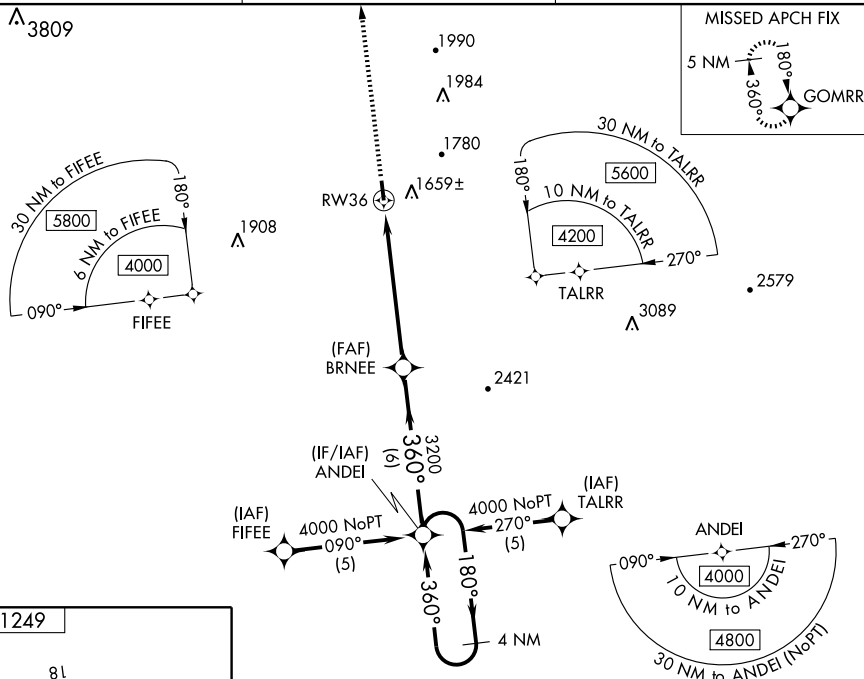
⚠ When VGSI inop, procedure NA at night. Baro-VNAV NA when using Wilkes County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes County altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats B/C/D visibility ¼ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 5000 direct
GOMRR and hold.

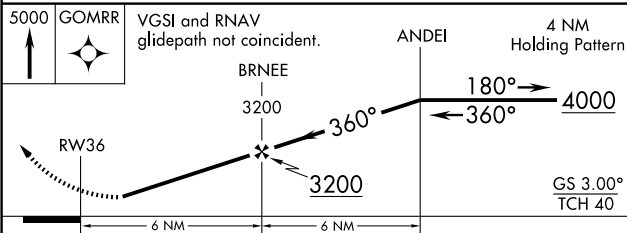
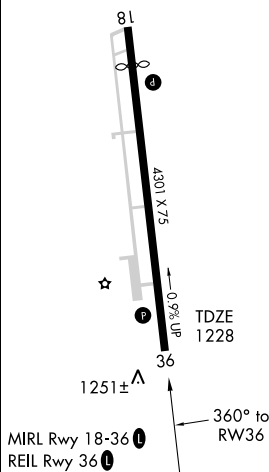
AWOS-3
121.125

GREENSBORO APP CON
124.35 269.225

UNICOM
123.0 (CTAF) 0



ELEV 1249



CATEGORY	A	B	C	D
LPV DA	1533-1¼	305 (300-1¼)		
LNAV/VNAV DA	1810-2¼	582 (600-2¼)		
LNAV MDA	1920-1	692 (700-1)	1920-2 692 (700-2)	1920-2¼ 692 (700-2¼)
CIRCLING	2020-1 771 (800-1)	2020-1¼ 771 (800-1¼)	2080-2½ 831 (900-2½)	2180-3 931 (1000-3)

MT OLIVE MUNI (W40) 3 NE UTC-5(-4DT) N35°13.35' W78°02.25'

168 B S4 FUEL 100LL OX 1,2 NOTAM FILE RDU

RWY 05-23: H4251X75 (ASPH) S-20 MIRL

RWY 05: PAPI(P2L)—GA 3.5° TCH 40'. Trees.

RWY 23: PAPI(P2L)—GA 3.0° TCH 34'. Thld dsplcd 254'. Crops.

AIRPORT REMARKS: Attended 1300-2300Z±. CLOSED on major holidays, for svc after hrs call 252-234-7778. 24 hr self svc with credit card. -5' drainage ditch 100' left of centerline of Rwy 05. Low level military activity near arpt. For collision avoidance ctc Seymour AFB 119.7. ACTIVATE and incr ints MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SEYMOUR JOHNSON APP/DEP CON 119.7 (1200-0430Z±)

WASHINGTON CENTER APP/DEP CON 135.5 (0430-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

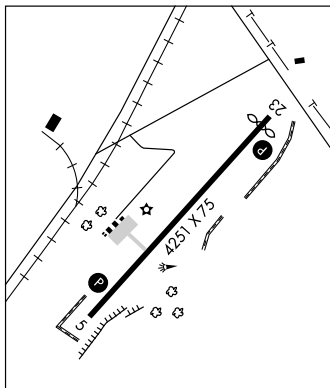
KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

W77°33.50' 254° 25.2 NM to fld. 106/05W.

CHARLOTTE

L-35B, 36F

IAP



NEW BERN N35°04.39' W77°02.70' NOTAM FILE EWN.

(L) VOR/DME 113.6 EWN Chan 83 at Coastal Carolina Rgnl. 10/08W.

VOR portion unusable 120°-160°. DME portion unusable 065°-330° byd 30 NM bto 3000'.

RCO 122.4 122.2 (RALEIGH RADIO) RCO 122.1R 113.6T (RALEIGH RADIO)

CHARLOTTE

L-35B

NEW BERN

COASTAL CAROLINA RGNL (EWN) 3 SE UTC-5(-4DT) N35°04.38' W77°02.58'

18 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE EWN

RWY 04-22: H6004X150 (ASPH-GRVD) S-30, D-62, 2D-140 HIRL

RWY 04: REIL. PAPI(P4L). RWY 22: REIL. PAPI(P4L). Trees.

RWY 14-32: H4000X150 (ASPH) S-28, D-45 MIRL

RWY 14: REIL. PAPI(P2L). Trees.

RWY 32: REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1000-0430Z±. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 252-638-8591. Rwy 14 PAPI OTS indef. ACTIVATE HIRL Rwy 04-22, REIL Rwy 04 and Rwy 22, MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 04, 22, 14 and 32 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 118.525 (252) 514-2086.

COMMUNICATIONS: CTAF 124.25

RCO 122.4 122.2 (RALEIGH RADIO)

RCO 122.1R 113.6T (RALEIGH RADIO)

Ⓡ CHERRY POINT APP/DEP CON 119.35 CLNC DEL 120.525 (0300-1100Z±)

NEW BERN TOWER 124.25 (1100-0300Z±)

GND CON 121.7 CLNC DEL 121.7

AIRSPACE: CLASS D svc 1100-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EWN.

NEW BERN (L) VOR/DME 113.6 EWN Chan 83 N35°04.39' W77°02.70' at fld. 10/08W.

KATFI NDB (LOM) 362 EW N35°01.29' W77°04.77' 038° 3.6 NM to fld.

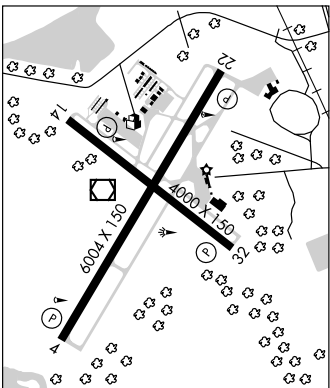
ILS 110.5 I-EWN Rwy 04. LOM KATFI NDB.

ASR (Mon-Fri 1100-0500Z±, Sat 1300-2100Z±, Sun 2000-0400Z±)

CHARLOTTE

H-9C, L-35B

IAP, AD



VORTAC ISO 109.6 Chan 33	APP CRS 255°	Rwy Idg TDZE Apt Elev	N/A N/A 168
--	------------------------	-----------------------------	--------------------------

VOR or GPS-A

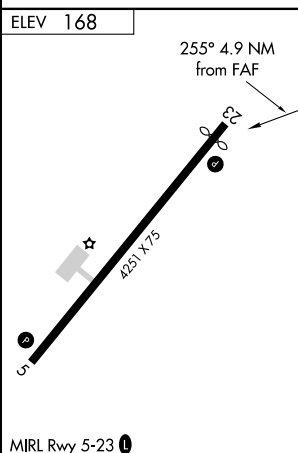
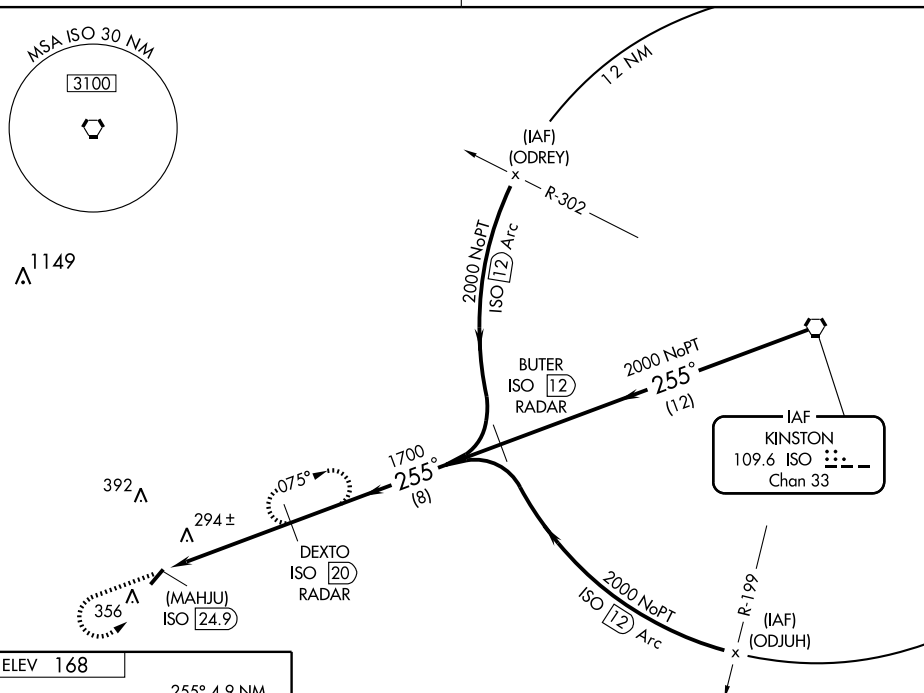
MOUNT OLIVE MUNI (W40)

▼ Use Seymour Johnson AFB altimeter setting.
▲ NA RADAR OR DME REQUIRED

MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 via ISO R-255 to DEXTO/20 DME and hold.

SEYMOUR JOHNSON APP CON ★
119.7 273.6

UNICOM
122.8 (CTAF) **0**



MIRL Rwy 5-23 **0**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

1200	1700	DEXTO ISO 20	BUTER ISO 12 RADAR	VORTAC
ISO R-255 109.6	DEXTO ISO 20 RADAR	(MAHJU) ISO 24.9	1700	2000
4.9	8 NM	12 NM	3000	Procedure Turn NA
CATEGORY	A	B	C	D
CIRCLING	700-1 532 (600-1)	700-1½ 532 (600-1½)	700-1½ 532 (600-1½)	NA

10210

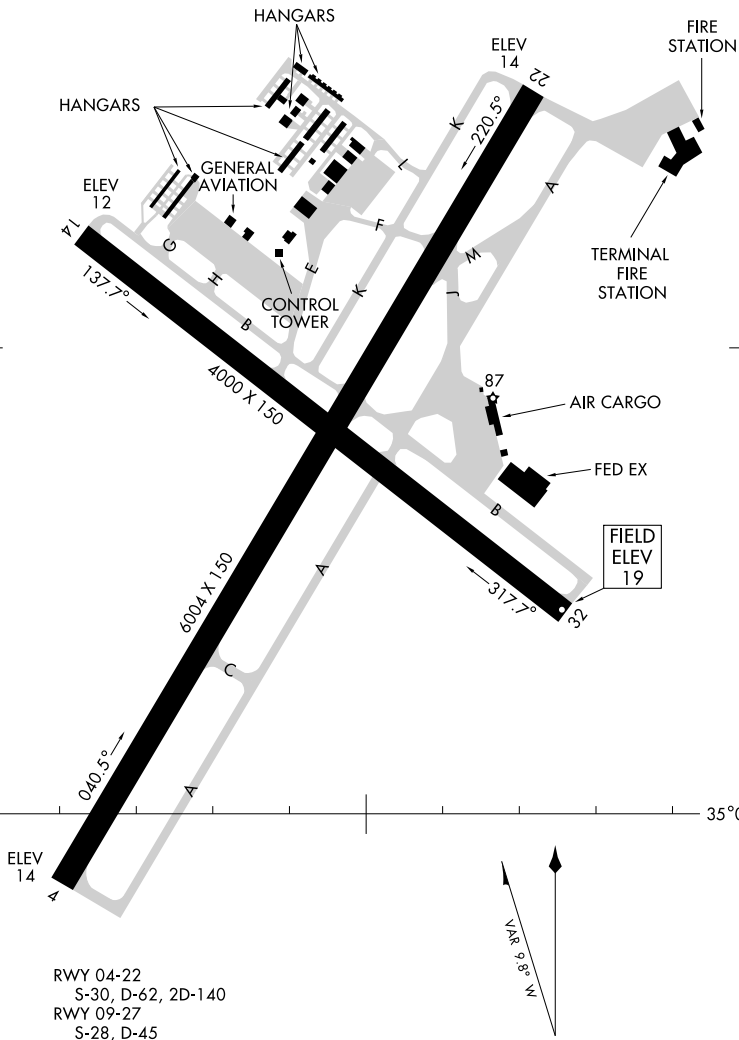
AIRPORT DIAGRAM

NEW BERN/COASTAL CAROLINA RGNL (E'WN)
AL-670 (FAA) NEW BERN, NORTH CAROLINA

ASOS
118.525
NEW BERN TOWER ★
124.25
GND CON
121.7
CLNC DEL
121.7

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

NEW BERN, NORTH CAROLINA
NEW BERN/COASTAL CAROLINA RGNL (E'WN)

10210

MT OLIVE MUNI (W40) 3 NE UTC-5(-4DT) N35°13.35' W78°02.25'

168 B S4 FUEL 100LL OX 1,2 NOTAM FILE RDU

RWY 05-23: H4251X75 (ASPH) S-20 MIRL

RWY 05: PAPI(P2L)—GA 3.5° TCH 40'. Trees.

RWY 23: PAPI(P2L)—GA 3.0° TCH 34'. Thld dsplcd 254'. Crops.

AIRPORT REMARKS: Attended 1300-2300Z±. CLOSED on major holidays, for svc after hrs call 252-234-7778. 24 hr self svc with credit card. -5' drainage ditch 100' left of centerline of Rwy 05. Low level military activity near arpt. For collision avoidance ctc Seymour AFB 119.7. ACTIVATE and incr ints MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SEYMOUR JOHNSON APP/DEP CON 119.7 (1200-0430Z±)

WASHINGTON CENTER APP/DEP CON 135.5 (0430-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

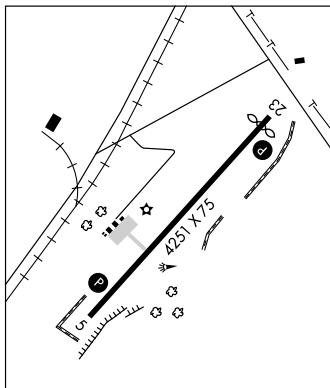
KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

W77°33.50' 254° 25.2 NM to fld. 106/05W.

CHARLOTTE

L-35B, 36F

IAP



NEW BERN N35°04.39' W77°02.70' NOTAM FILE EWN.

(L) VOR/DME 113.6 EWN Chan 83 at Coastal Carolina Rgnl. 10/08W.

VOR portion unusable 120°-160°. DME portion unusable 065°-330° byd 30 NM bto 3000'.

RCO 122.4 122.2 (RALEIGH RADIO) RCO 122.1R 113.6T (RALEIGH RADIO)

CHARLOTTE

L-35B

NEW BERN

COASTAL CAROLINA RGNL (EWN) 3 SE UTC-5(-4DT) N35°04.38' W77°02.58'

18 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE EWN

RWY 04-22: H6004X150 (ASPH-GRVD) S-30, D-62, 2D-140 HIRL

RWY 04: REIL. PAPI(P4L). RWY 22: REIL. PAPI(P4L). Trees.

RWY 14-32: H4000X150 (ASPH) S-28, D-45 MIRL

RWY 14: REIL. PAPI(P2L). Trees.

RWY 32: REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1000-0430Z±. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hr PPR call arpt manager 252-638-8591. Rwy 14 PAPI OTS indef. ACTIVATE HIRL Rwy 04-22, REIL Rwy 04 and Rwy 22, MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 04, 22, 14 and 32 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 118.525 (252) 514-2086.

COMMUNICATIONS: CTAF 124.25

RCO 122.4 122.2 (RALEIGH RADIO)

RCO 122.1R 113.6T (RALEIGH RADIO)

Ⓡ CHERRY POINT APP/DEP CON 119.35 CLNC DEL 120.525 (0300-1100Z±)

NEW BERN TOWER 124.25 (1100-0300Z±)

GND CON 121.7 CLNC DEL 121.7

AIRSPACE: CLASS D svc 1100-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EWN.

NEW BERN (L) VOR/DME 113.6 EWN Chan 83 N35°04.39' W77°02.70' at fld. 10/08W.

KATFI NDB (LOM) 362 EW N35°01.29' W77°04.77' 038° 3.6 NM to fld.

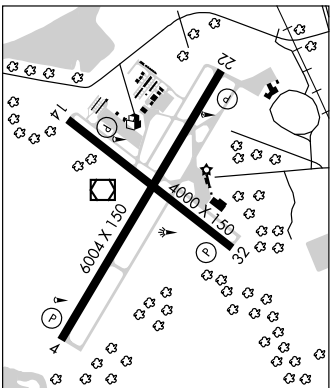
ILS 110.5 I-EWN Rwy 04. LOM KATFI NDB.

ASR (Mon-Fri 1100-0500Z±, Sat 1300-2100Z±, Sun 2000-0400Z±)

CHARLOTTE

H-9C, L-35B

IAP, AD



LOC I-EWN 110.5	APP CRS 038°	Rwy Idg TDZE Apt Elev	6004 17 19
---------------------------	------------------------	-----------------------------	---------------------------------------

ILS or LOC RWY 4

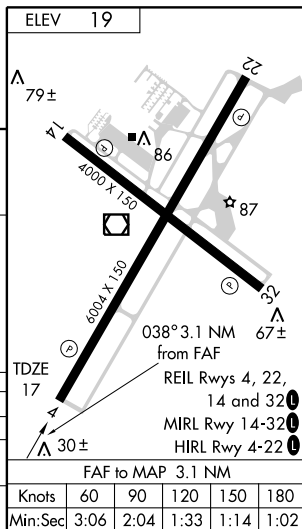
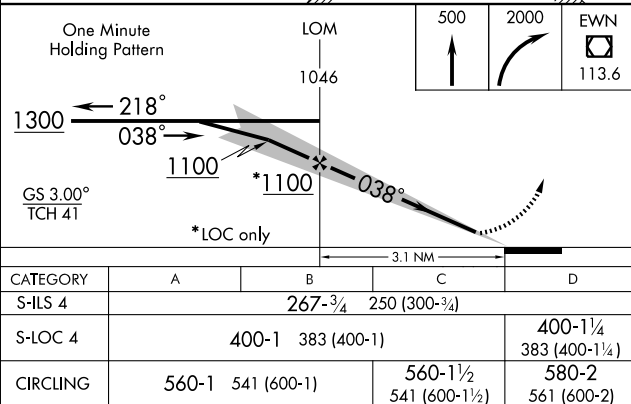
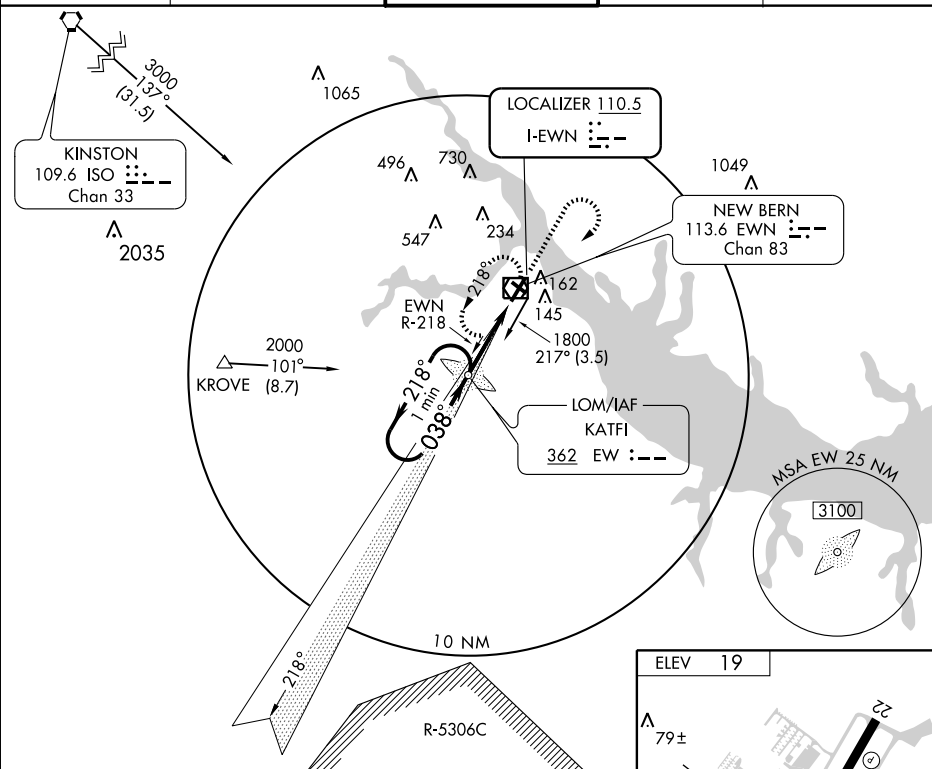
NEW BERN/COASTAL CAROLINA RGNL (EWN)



Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct EWN VOR/DME and hold.

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER ★ 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
------------------------	---	--	--------------------------	-------------------------



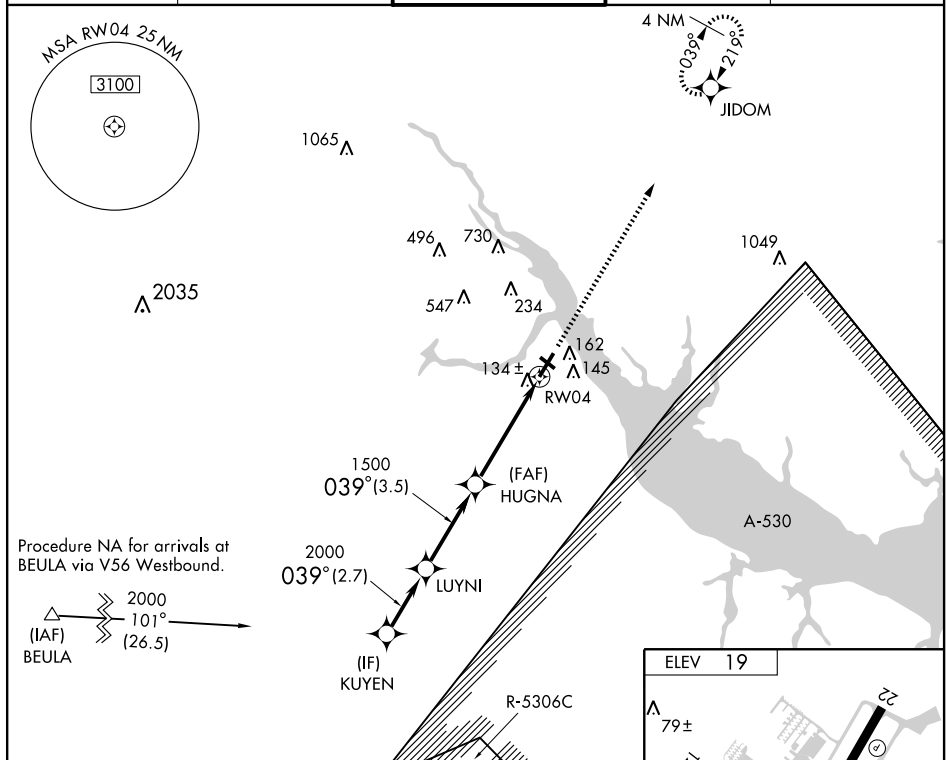
WAAS CH 69402 W04A	APP CRS 039°	Rwy Idg 6004 TDZE 16 Apt Elev 19
--	------------------------	---

RNAV (GPS) RWY 4

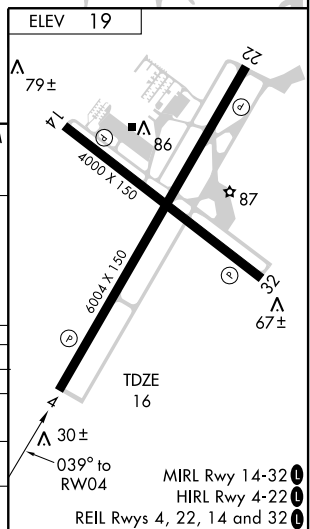
NEW BERN/COASTAL CAROLINA RGNL (EWN)

<p>▼ If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.</p> <p>▲ ASR</p>	<p>MISSED APPROACH: Climb to 2000 direct JIDOM and hold.</p>
---	--

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER ★ 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
------------------------	---	--	--------------------------	-------------------------



Procedure Turn NA	VGSI and RNAV glidepath not coincident.				2000	JIDOM
	KUYEN	LUYNI	HUGNA			
	2000	2000	1500			
GS 3.00° TCH 40						
	2.7 NM	3.5 NM	3.4 NM	1.1 NM		
CATEGORY	A	B	C	D		
LPV DA		328-1	312 (400-1)			
LNAV/VNAV DA		404-1½	388 (400-1½)			
LNAV MDA		400-1	384 (400-1)	400-1¼ 384 (400-1¼)		
CIRCLING		480-1½	461 (500-1½)	580-2 561 (600-2)		



WAAS CH 63002 W22A	APP CRS 219°	Rwy Idg TDZE 17 Apt Elev 19	6004
--	------------------------	---	-------------

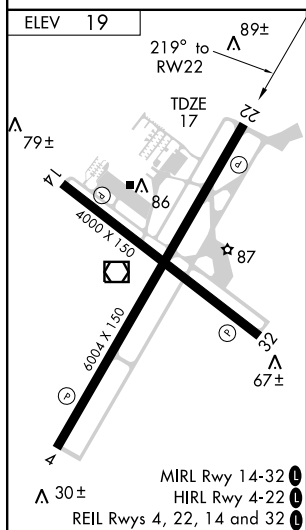
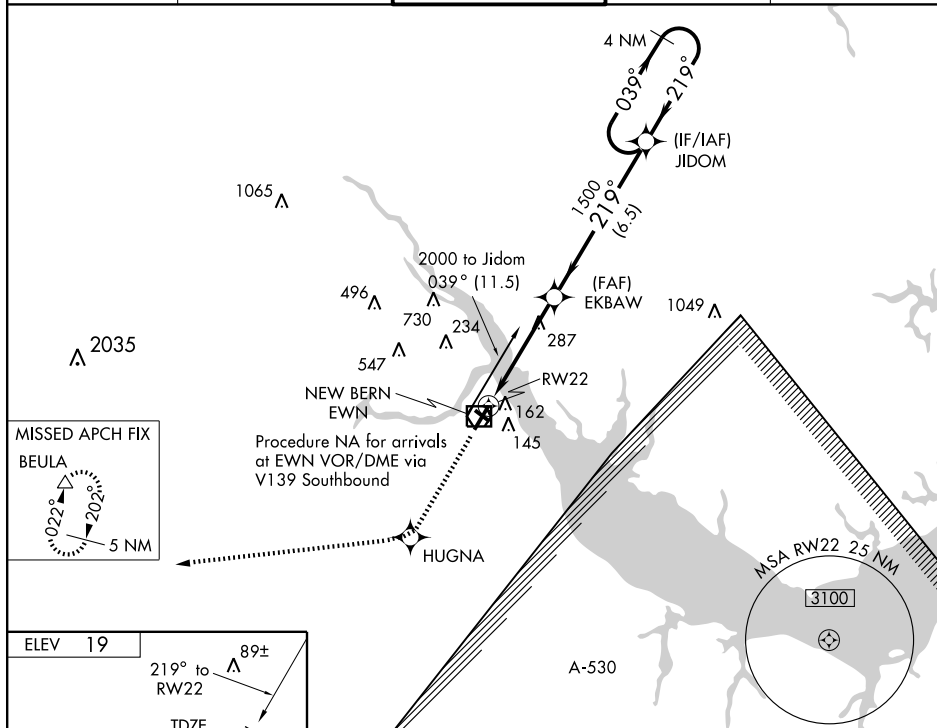
RNAV (GPS) RWY 22

NEW BERN/COASTAL CAROLINA RGNL (EWN)

▼ If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting.
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ASR

MISSED APPROACH:
 Climb to 3000 direct HUGNA and via 271° track to BEULA and hold.

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER★ 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
------------------------	---	---	--------------------------	-------------------------



3000 ↑ HUGNA		TRK 271°	BEULA △	VGSI and RNAV glidepath not coincident.	
				EKBAW	JIDOM
*LNAV only		*1.6 NM to RW22			4 NM Holding Pattern

VOR/DME EWN
113.6
Chan 83

APP CRS
226°

Rwy Idg
TDZE
Apt Elev

6004
17
19

VOR RWY 22

NEW BERN/COASTAL CAROLINA RGNL (EWN)

⚠ Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/DME and hold, continue climb-in-hold to 2000.

ASOS
118.525

CHERRY POINT APP CON
119.35 374.9

NEW BERN TOWER ★
124.25 (CTAF) 0

CLNC DEL
121.7

GND CON
121.7

MSA EWN 25 NM

3100



2035

1065

10 NM

IAF
NEW BERN
113.6 EWN
Chan 83

496

547

730

234

287

226

162

145

1049

R-5306A

A-530

ELEV 19

226° to

VOR/DME

TDZE
17

87

67±

32

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

30±

1000

2000

EWN

113.6

VOR/DME

Remain
within 10 NM

EWN

2.3

046°

2000

226°

0.5

1.8 NM

CATEGORY

A

B

C

D

S-22

600-1 583 (600-1)

600-1½

600-1¾

CIRCLING

600-1 581 (600-1)

600-1½

600-2

600-1

581 (600-1)

581 (600-1½)

581 (600-2)

NEW BERN, NORTH CAROLINA

Amdt 2A 09183

NEW BERN/COASTAL CAROLINA RGNL (EWN)

35°04' N - 77°03' W

VOR RWY 22

NEW RIVER MCAS (MCCUTCHEON FLD) (NCA)(KNCA) MC 3 S UTC-5(-4DT)

CHARLOTTE

N34°42.51' W77°26.38'

H-9C, L-35B

26 B NOTAM FILE NCA

Not insp.

DIAP, AD

RWY 05-23: H5114X150 (ASPH) PCN 80 F/B/W/T HIRL**RWY 05:** SALSF. PAPI(P4L)—GA 3.0° TCH 47'. **RWY 23:** PAPI(P4L)—GA 3.0° TCH 37'.**RWY 01-19:** H4790X150 (ASPH) PCN 80 F/B/W/T HIRL**RWY 01:** SALSF. PAPI(P4R)—GA 3.0° TCH 45'. **RWY 19:** PAPI(P4L)—GA 3.0° TCH 41'.

MILITARY SERVICE: LGT Rwy 19 and Rwy 23 thld lgt vary from 1' to 15' from edge of the pavement. Non standard PCL all rws. VHF 120.0 3 clicks step 1, 5 clicks step 3, 7 clicks off. Expect 20 seconds delay for lgt to activate. ACTIVATE HIRL Rwy 01-19 and HIRL Rwy 05-23—120.0. **FUEL** J5 Fuel svc Mon-Fri 1300Z until 1 hr prior to fld closure, clsd Sat, Sun and holidays.

TRAN ALERT PPR Mon-Thu 1300-0300Z, Fri 1300-0000Z, clsd Sat, Sun and holidays. For acft remaining overnight ctc host unit. No clsd fld authorized for tran acft.

MILITARY REMARKS: Opr Mon-Thu 1300-0600Z, Fri 1300-0000Z, clsd Sat, Sun and holidays. See FLIP AP/1 Supplement Arpt Remarks. **RSTD** PPR all transient acft (minimum 24 hr in advance). Call Base Ops DSN 752-6311/6316, C910-449-6311/6316. Twy A at mid-fld clsd to C-130 and larger acft. **CAUTION** Bird hazard Oct-Apr. Wildlife hazard on arpt, especially SS-SR. **TFC PAT** Tactical jets prohibited, non-vertical and short takeoff and landing only. **NS ABTMT** Touch and go not avbl after 0400Z. **MISC** All acft with passenger/cargo/Distinguished Visitor ctc Base Ops 20 min prior to landing.

WEATHER DATA SOURCES: ASOS 288.325. ASOS transmits on PMSV 244.775 when airfield clsd.

COMMUNICATIONS: ATIS 288.325 (Unmonitored, avbl during opr hrs only)

⑦ **CHERRY POINT APP/DEP CON** 119.35 377.175

TOWER 120.0 360.2 323.25 **ARRIVAL** 124.85 279.575 (Mon-Thu 1300-0600Z, Fri 1300-0000Z, clsd Sat, Sun and holidays.) **GND CON** 121.8 254.275 **CLNC DEL** 239.025

PMSV METRO 244.775 (daily 1100-2200Z other times frequency broadcast ASOS) Unmonitored after 2200Z.

NEW RIVER OPS 253.3

AIRSPACE: CLASS D (Mon-Thu 1300-0600Z, Fri 1300-0000Z, clsd Sat, Sun and holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

(L) **TACAN** Chan 101 NCA (115.4) N34°42.43' W77°26.42' at fld. 74/8W. Unmonitored and ident off when fld not opr.

ILS/DME 111.1 I-NCA Rwy 01. GS unusable byd 4° left of course and 7° right of course.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

NORTHEASTERN RGNL (See EDENTON)**NORTH WILKESBORO**

WILKES CO (UKF) 4NE UTC-5(-4DT) N36°13.37' W81°05.90'

1301 B S4 **FUEL** 100LL, JET A+ OX 3,4 NOTAM FILE UKF

Not insp.

CINCINNATI

H-9B, 12G, L-25D

RWY 01-19: H6200X100 (ASPH) S-45, D-60 MIRL 0.9% up N

RWY 01: MALS. REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. Arpt unattended Thanksgiving and Christmas. PAEW east of Rwy 01-19 Mon-Fri SR-SS. Deer on and invof arpt. Rwy 01-19 no line of sight between rwy ends. MIRL Rwy 01-19 preset low ints; to increase ints and ACTIVATE MALS. Rwy 01; PAPI Rwy 01 and Rwy 19 and REIL Rwy 19 and twy lgt—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.625 (336) 696-3788.

COMMUNICATIONS: CTAF/UNICOM 122.7

WILKESBORO RCO 122.4 (RALEIGH RADIO)

ATLANTA CENTER APP/DEP CON 125.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

BARRETS MOUNTAIN (L) VOR/DME 110.8 BZM Chan 45

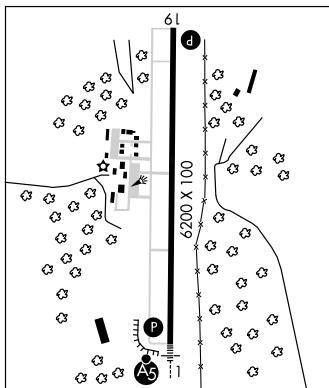
N35°52.13' W81°14.43' 024°22.3 NM to fld. 1880/06W.

WILKI NDB (MHW/LOM) 209 UKF N36°06.77' W81°05.89'

006°6.6 NM to fld.

ILS/DME 111.55 I-UKF Chan 52(Y) Rwy 01. Class IB. LOM

WILKI NDB.



APP CRS
005°

Rwy Idg
6200

TDZE
1277

Apt Elev
1301

GPS RWY 1

NORTH WILKESBORO/ WILKES COUNTY (UKF)



For inoperative MALS, increase S-1 Cat D visibility to 1 1/4 miles.

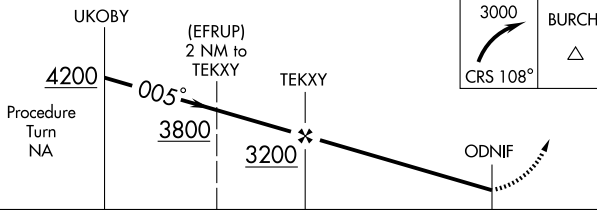
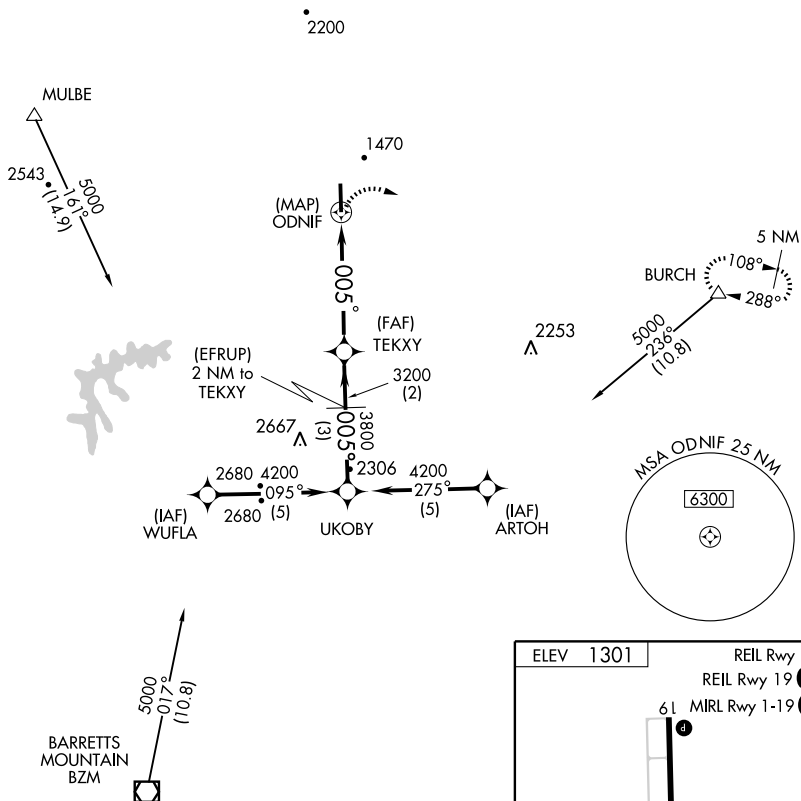


MISSED APPROACH: Climbing right turn to 3000 via 108° course to BURCH WP and hold.

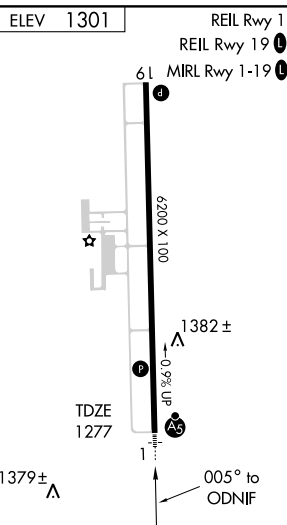
AWOS-3
126.625

ATLANTA CENTER
125.15 263.0

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-1	1640-1/2 363 (400-1/2)			1640-1 363 (400-1)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1 1/2 579 (600-1 1/2)	1880-2 579 (600-2)



LOC/DME I-UKF 111.55 Chan 52 (Y)	APP CRS 005°	Rwy Idg TDZE Apt Elev 6200 1277 1301
--	------------------------	--

ILS RWY 1

NORTH WILKESBORO/ WILKES COUNTY (UKF)



DME MINIMUMS: For inoperative MALS, increase S-LOC 1 Cat D visibility to 1 mile. ADF REQUIRED

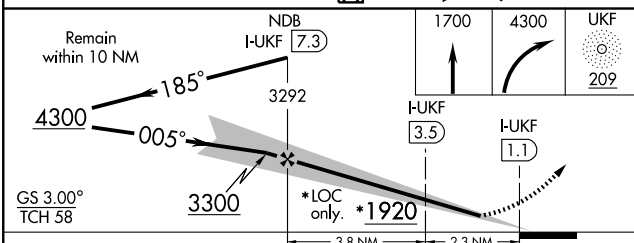
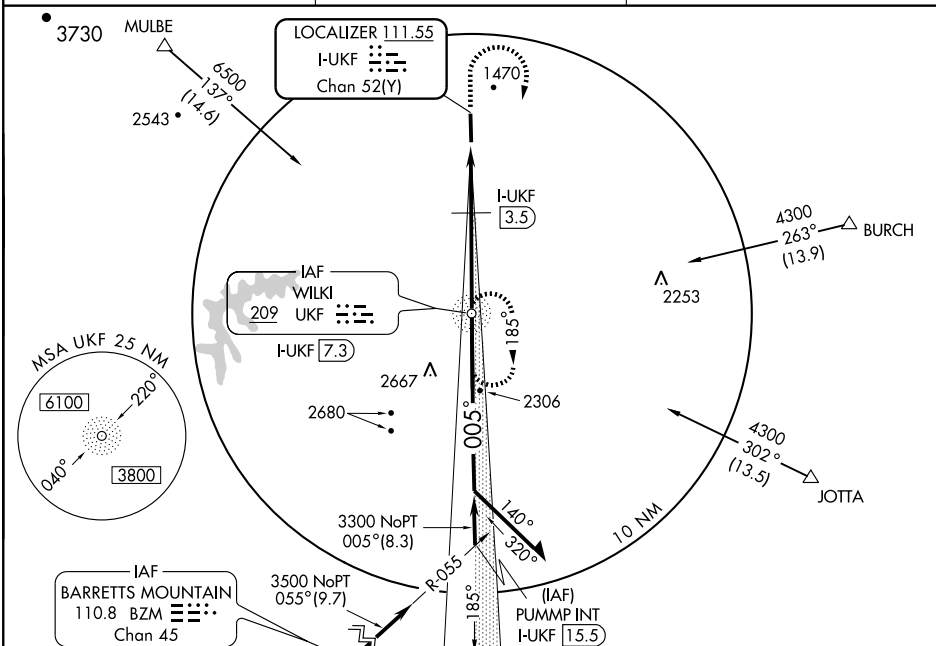


MISSED APPROACH: Climb to 1700 then climbing right turn to 4300 direct WILKI NDB and hold.

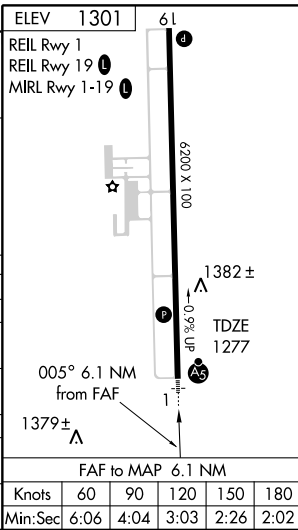
AWOS-3
126.625

ATLANTA CENTER
125.15 263.0

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-ILS 1	1477-1/2 200 (200-1/2)			
S-LOC 1	1920-1/2 643 (700-1/2)		1920-1 1/4 643 (700-1 1/4)	1920-1 1/2 643 (700-1 1/2)
CIRCLING	1920-1 619 (700-1)		1920-1 3/4 619 (700-1 3/4)	1920-2 619 (700-2)
DME MINIMUMS				
S-LOC 1	1580-1/2 303 (300-1/2)			1580-3/4 303 (300-3/4)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1 1/2 579 (600-1 1/2)	1880-2 579 (600-2)



OAK ISLAND**BRUNSWICK CO** (SUT) 1 NE UTC-5(-4DT) N33°55.85' W78°04.40'**CHARLOTTE**

24 B S4 FUEL 100LL, JET A1+ NOTAM FILE SUT

H-9C, L-35A

RWY 05-23: H5505X100 (ASPH) S30, D-80 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 1505'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-4000 TODA-4300 ASDA-4200 LDA-4200

RWY 23: TORA-4300 TODA-4300 ASDA-4300 LDA-4000

AIRPORT REMARKS: Attended 1300-2300Z±. For svc after hrs call

910-278-9896. Fuel avbl 24 hr. self svc with credit card. Deer and birds on and invof arpt. Flight training and sight-seeing ops invof arpt. Banner towing ops on arpt summer months. Skydiving ops. ACTIVATE MIRL Rwy 05-23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

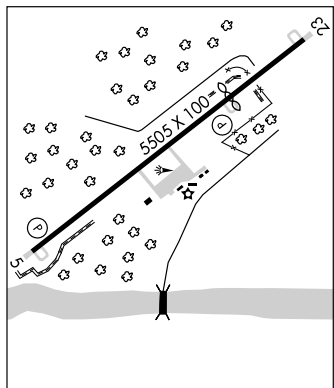
WEATHER DATA SOURCES: AWOS-3 124.175 (910) 457-1710.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ WILMINGTON APP/DEP CON 118.25 (1100-0400Z±)

Ⓡ WASHINGTON ARTCC APP/DEP CON 124.025 (0400-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 081° 33.1 NM to fld. 20/03W.

**OAK RIDGE****DS BUTLER FARM AND AIRFIELD** (N83) 2 NW UTC-5(-4DT) N36°11.71' W80°00.32'**CINCINNATI**

950 NOTAM FILE RDU

RWY 01-19: 2000X60 (TURF)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Unattended. Due to sloping rwy-s tkfs Rwy 19 and ldfs Rwy 01. 70' trees along both sides of rwy 70' from centerline. Helicopter activity .5 NM west of Rwy 01-19 centerline.

COMMUNICATIONS: CTAF 122.9**OCEAN ISLE BEACH****ODELL WILLIAMSON MUNI** (6ØJ) 1 N UTC-5(-4DT) N33°54.51' W78°26.20'**CHARLOTTE**

32 FUEL 100LL NOTAM FILE RDU

L-35A

RWY 06-24: H4000X75 (ASPH) S-12 MIRL

RWY 06: PAPI(P2L)—GA 3.25° TCH 42'. Tree. RWY 24: PAPI(P2L)—GA 2.45° TCH 35'. Thld dsplcd 200'. Trees.

AIRPORT REMARKS: Attended May-Sep 1300-2200Z±, Oct-Apr Sat-Sun 1400-2200Z± Mon-Fri on call 910-309-2983. 24 hr self svc fuel with credit card. 24 hr pilot lounge. Parallel twy beyond ramp is closed. Rwy 06 has 48' marked transistional powerline +/- 100' from threshold. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 071° 15.5 NM to fld. 20/03W.

OCRACOKE ISLAND (W95) 1 E UTC-5(-4DT) N35°06.07' W75°57.96'**CHARLOTTE**

5 B TPA-805(800) NOTAM FILE RDU

L-35C

RWY 06-24: H2999X60 (ASPH) S-30

IAP

RWY 06: Brush. RWY 24: Brush.

AIRPORT REMARKS: Unattended. Arpt CLOSED 30 minutes after SS until 30 minutes before SR. Ngt tkf prohibited. Flocks of seagulls on and near rwy around standing water after heavy rains. Rwy subject to flooding after heavy rain. High speed low level military opr invof arpt. Rwy safety area is loose sand, not suitable for acft. +20 ft sand dune 300 ft NE Rwy 24 thld on centerline. Arpt is within Cape Hatteras National Seashore. Maintain 2000 ft vertical and horizontal distance from seashore beaches. Key code access to pilot lounge.

COMMUNICATIONS: CTAF 122.9

CHERRY POINT APP/DEP CON 119.75 (North)

RADIO AIDS TO NAVIGATION: NOTAM FILE EWN.

NEW BERN (L) VOR/DME 113.6 EWN Chan 83 N35°04.39' W77°02.70' 096° 53.2 NM to fld. 10/08W.

• • • • •
HELIPAD H1: H100X100 (CONC) PERIMETER LGTS.

HELIPORT REMARKS: Helipad for emergency operations only. H1 best approach from NE 10:1 or SW 10:1 ACTIVATE Helipad perimeter lights only—CTAF.

ODELL WILLIAMSON MUNI (See OCEAN ISLE BEACH)

WAAS Ch 86917 W05A	APP CRS 049°	Rwy Idg TDZE Apt Elev	4200 24 24
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 5

OAK ISLAND/ BRUNSWICK COUNTY (SUT)

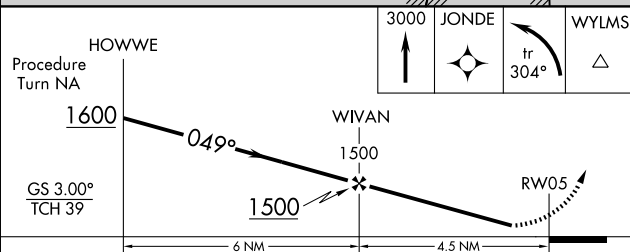
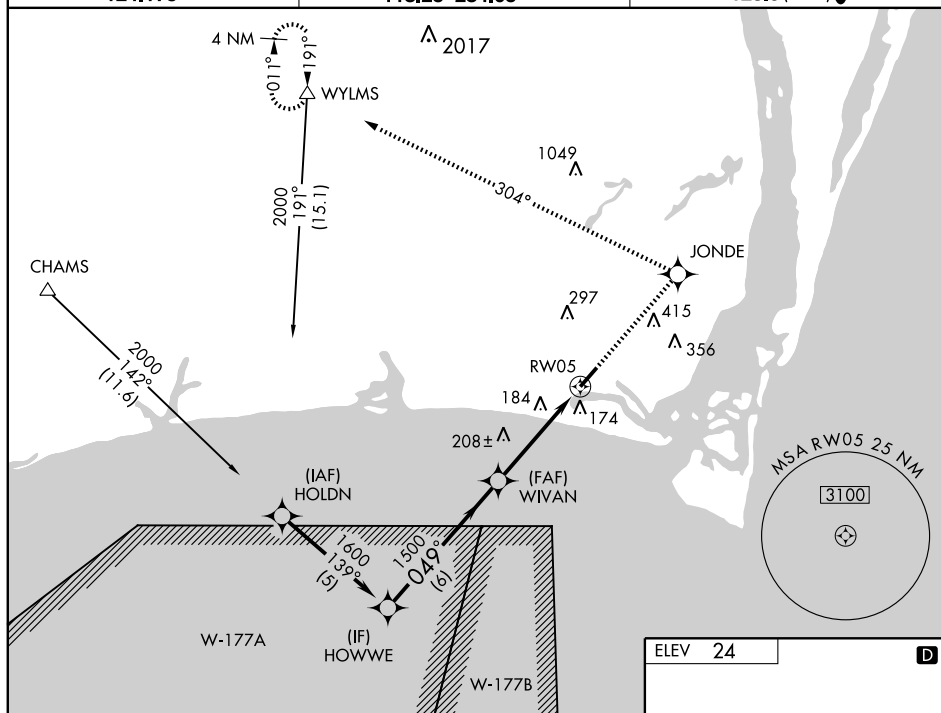
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JONDE and left turn via track 304° to WYLS and hold.

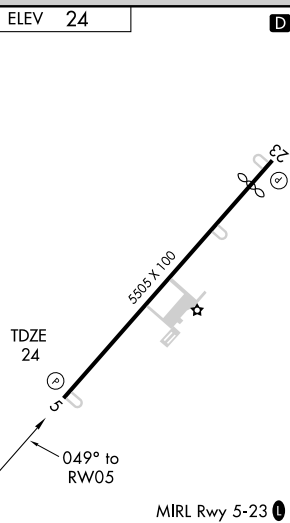
AWOS-3
124.175

WILMINGTON APP CON
118.25 284.65

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	274-1	250 (300-1)		NA
LNAV/ VNAV DA	460-1½	436 (500-1½)		NA
LNAV MDA	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	NA
CIRCLING	480-1	456 (500-1)	520-1½ 496 (500-1½)	NA



OAK ISLAND**BRUNSWICK CO** (SUT) 1 NE UTC-5(-4DT) N33°55.85' W78°04.40'**CHARLOTTE**

24 B S4 FUEL 100LL, JET A1+ NOTAM FILE SUT

H-9C, L-35A

RWY 05-23: H5505X100 (ASPH) S30, D-80 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 1505'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-4000 TODA-4300 ASDA-4200 LDA-4200

RWY 23: TORA-4300 TODA-4300 ASDA-4300 LDA-4000

AIRPORT REMARKS: Attended 1300-2300Z±. For svc after hrs call

910-278-9896. Fuel avbl 24 hr. self svc with credit card. Deer and birds on and invof arpt. Flight training and sight-seeing ops invof arpt. Banner towing ops on arpt summer months. Skydiving ops. ACTIVATE MIRL Rwy 05-23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

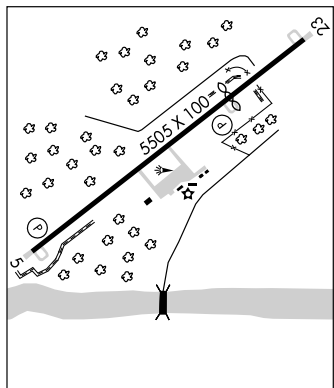
WEATHER DATA SOURCES: AWOS-3 124.175 (910) 457-1710.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ WILMINGTON APP/DEP CON 118.25 (1100-0400Z±)

Ⓡ WASHINGTON ARTCC APP/DEP CON 124.025 (0400-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 081° 33.1 NM to fld. 20/03W.

**OAK RIDGE****DS BUTLER FARM AND AIRFIELD** (N83) 2 NW UTC-5(-4DT) N36°11.71' W80°00.32'**CINCINNATI**

950 NOTAM FILE RDU

RWY 01-19: 2000X60 (TURF)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Unattended. Due to sloping rwys-tkfs Rwy 19 and ldfs Rwy 01. 70' trees along both sides of rwy 70' from centerline. Helicopter activity .5 NM west of Rwy 01-19 centerline.

COMMUNICATIONS: CTAF 122.9**OCEAN ISLE BEACH****ODELL WILLIAMSON MUNI** (6ØJ) 1 N UTC-5(-4DT) N33°54.51' W78°26.20'**CHARLOTTE**

32 FUEL 100LL NOTAM FILE RDU

L-35A

RWY 06-24: H4000X75 (ASPH) S-12 MIRL

RWY 06: PAPI(P2L)—GA 3.25° TCH 42'. Tree. RWY 24: PAPI(P2L)—GA 2.45° TCH 35'. Thld dsplcd 200'. Trees.

AIRPORT REMARKS: Attended May-Sep 1300-2200Z±, Oct-Apr Sat-Sun 1400-2200Z± Mon-Fri on call 910-309-2983. 24 hr self svc fuel with credit card. 24 hr pilot lounge. Parallel twy beyond ramp is closed. Rwy 06 has 48' marked transistional powerline +/- 100' from threshold. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 071° 15.5 NM to fld. 20/03W.

OCRACOKE ISLAND (W95) 1 E UTC-5(-4DT) N35°06.07' W75°57.96'**CHARLOTTE**

5 B TPA-805(800) NOTAM FILE RDU

L-35C

RWY 06-24: H2999X60 (ASPH) S-30

IAP

RWY 06: Brush. RWY 24: Brush.

AIRPORT REMARKS: Unattended. Arpt CLOSED 30 minutes after SS until 30 minutes before SR. Ngt tkf prohibited. Flocks of seagulls on and near rwy around standing water after heavy rains. Rwy subject to flooding after heavy rain. High speed low level military opr invof arpt. Rwy safety area is loose sand, not suitable for acft. +20 ft sand dune 300 ft NE Rwy 24 thld on centerline. Arpt is within Cape Hatteras National Seashore. Maintain 2000 ft vertical and horizontal distance from seashore beaches. Key code access to pilot lounge.

COMMUNICATIONS: CTAF 122.9

CHERRY POINT APP/DEP CON 119.75 (North)

RADIO AIDS TO NAVIGATION: NOTAM FILE EWN.

NEW BERN (L) VOR/DME 113.6 EWN Chan 83 N35°04.39' W77°02.70' 096° 53.2 NM to fld. 10/08W.

• • • • •
HELIPAD H1: H100X100 (CONC) PERIMETER LGTS.

HELIPORT REMARKS: Helipad for emergency operations only. H1 best approach from NE 10:1 or SW 10:1 ACTIVATE Helipad perimeter lights only—CTAF.

ODELL WILLIAMSON MUNI (See OCEAN ISLE BEACH)

APP CRS	Rwy Idg	2999
059°	TDZE	5
	Apt Elev	5

RNAV (GPS) RWY 6

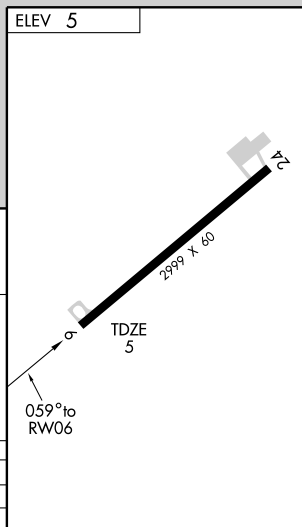
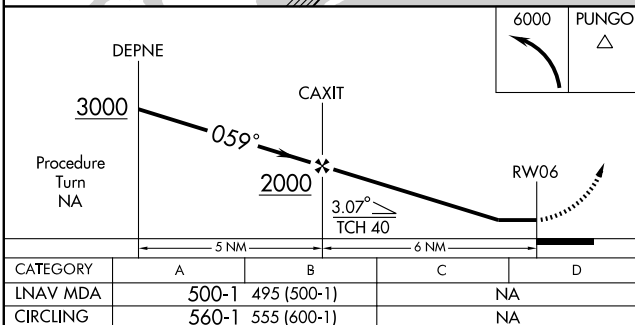
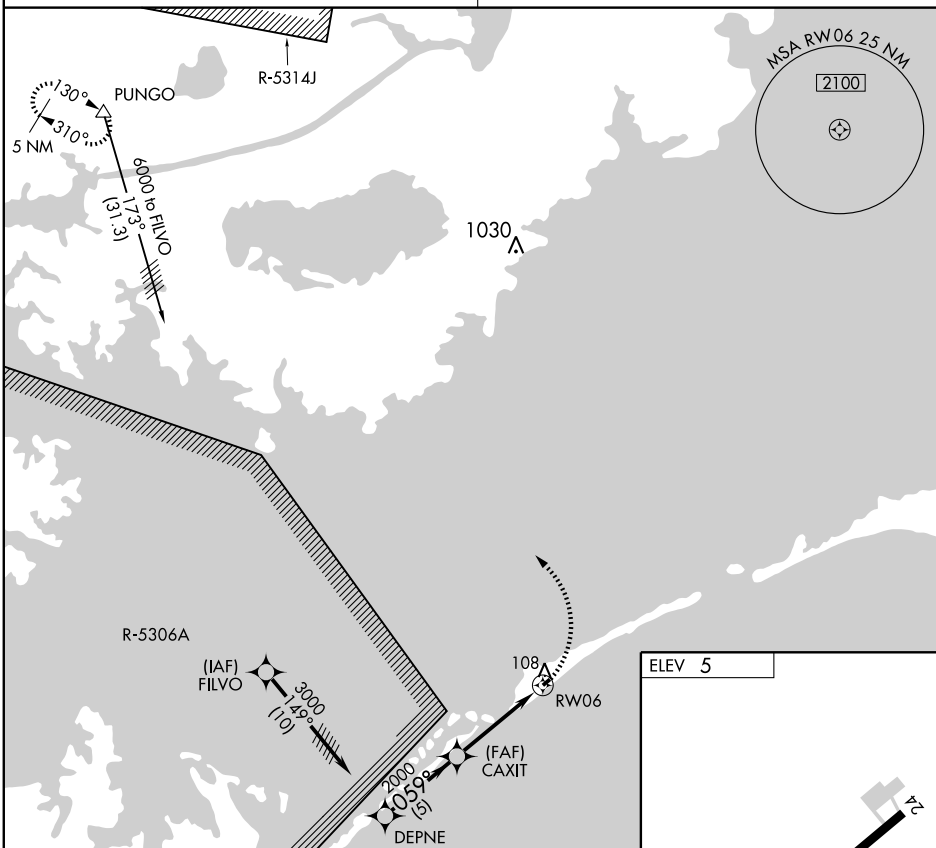
OCRACOKE ISLAND (W95)

NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON
119.75 360.775

CTAF
122.9



APP CRS **239°**
Rwy Idg **2999**
TDZE **5**
Apt Elev **5**

RNAV (GPS) RWY 24

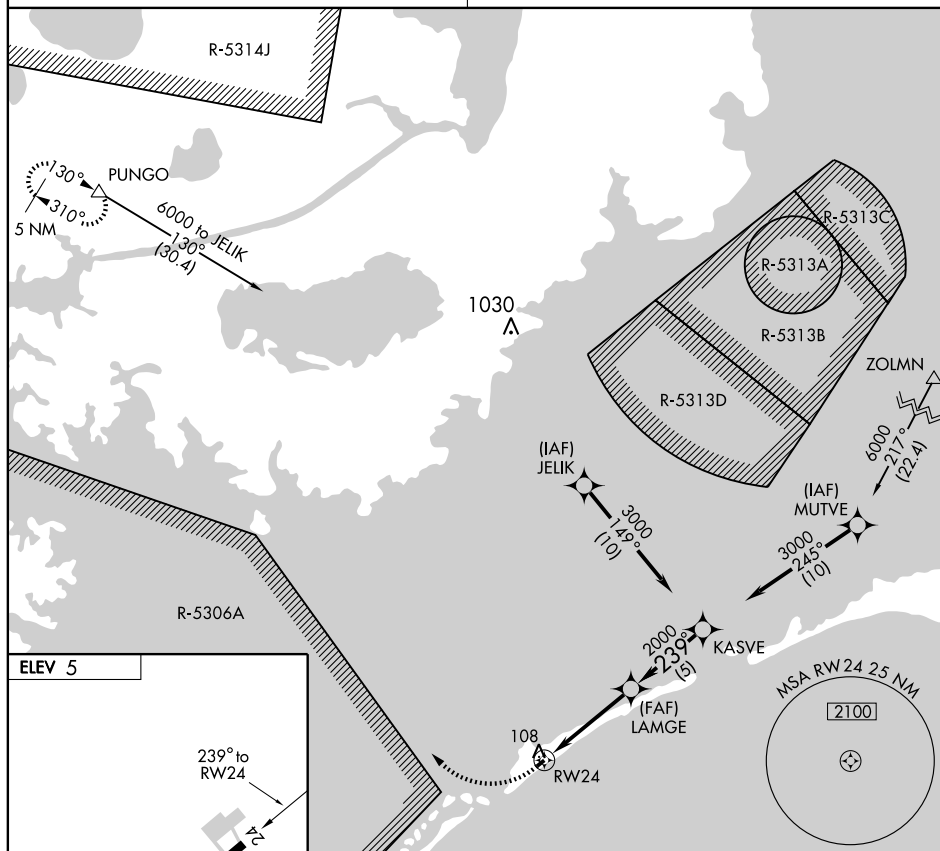
OCRACOKE ISLAND (W95)

NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON
119.75 360.775

CTAF
122.9

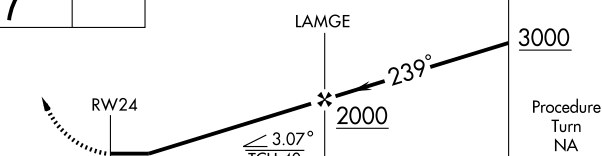
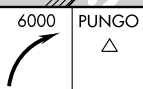


ELEV 5

239° to RW24

TDZE 5

2999 x 60



CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	NA
CIRCLING	560-1	555 (600-1)	NA	NA

OXFORD

HENDERSON—OXFORD (HNZ) 4 NE UTC-5(-4DT) N36°21.70' W78°31.75'

526 B S4 FUEL 100LL, JET A1+ NOTAM FILE HNZ

RWY 06-24: H5002X97 (ASPH) S-30 MIRL 0.4% up SW

RWY 06: REIL. PAPI(P2L)—GA 3.3° TCH 26'. Trees.

RWY 24: PAPI(P2L)—GA 3.45° TCH 33'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z±, CLOSED Thanksgiving and Christmas days. Arpt phone number is 919-693-5769; for after hours svc call 919-603-0499. Rwy 24 has 30' unmarked p-line 1000' from thld on centerline. Rwy 24 has 60' drop off 325' from thld and 90' left and right from centerline. Rwy 06 200' from thld on both sides of centerline 6' drop off. Trees east of the arpt obscure the rotating bcn. MIRL Rwy 06-24 ops dusk-0400Z±; after 0400Z± ACTIVATE—CTAF. ACTIVATE REIL Rwy 06, PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (919) 693-9516.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ RALEIGH APP/DEP CON 132.35 GCO 135.075 (RALEIGH APP)

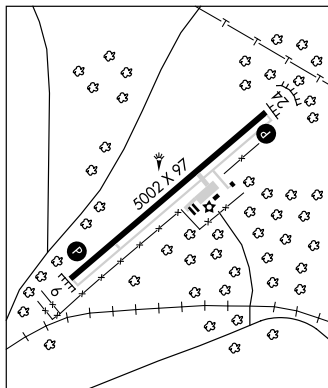
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 134° 30.1 NM to fld. 530/05W.

HUNTSBORO NDB (MHW) 271 HXO N36°18.03'

W78°37.12' 057° 5.7 NM to fld. NOTAM FILE RDU.

ILS 109.75 I-HNZ Rwy 06. LOC only.



PENDY N34°42.98' W78°00.22' NOTAM FILE RDU.

NDB (MHW) 379 ACZ at Henderson Fld.

CHARLOTTE
L-35B

PERSON CO (See ROXBORO)

PIEDMONT TRIAD INTL (See GREENSBORO)

PINEHURST/SOUTHERN PINES

MOORE CO (SOP) 3 N UTC-5(-4DT) N35°14.26' W79°23.33'

455 B S4 FUEL 100LL, JET A OX 3 Class IV, ARFF Index A NOTAM FILE SOP

RWY 05-23: H5503X150 (ASPH-GRVD) S-30 D-58. HIRL 0.4% up SW

RWY 05: MALS. VASI(V4L)—GA 3.0° TCH 48'.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 39'. Tree.

AIRPORT REMARKS: Attended 1300-0100Z±. Bird activity on and in/ov arpt Apr-Oct. PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 910-692-3212. 12 hr PPR for jet ops conducted 0400-1100Z±, ctc airport manager 910-692-3212. Noise abatement procedures in effect. Ctc arpt manager 910-692-3212. Avoid overfly of residential area NE of arpt. Multiengine acft departing Rwy 05 or Rwy 23 maintain heading until reaching 1500' MSL before turning. ACTIVATE HIRL Rwy 05-23, REIL Rwy 23 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.575 (910) 692-4287.

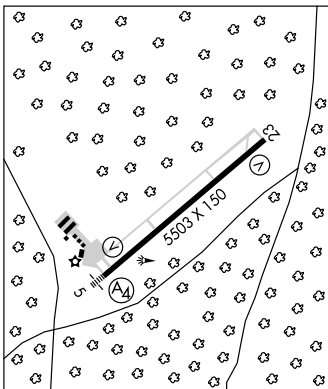
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ FAYETTEVILLE APP/DEP CON 127.8 CLNC DEL 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 085° 9.9 NM to fld. 590/03W.

ILS 111.5 I-SOP Rwy 05. Class IB. Loc unmonitored 0100-1300Z±. Localizer unusable byd 30° left of centerline.



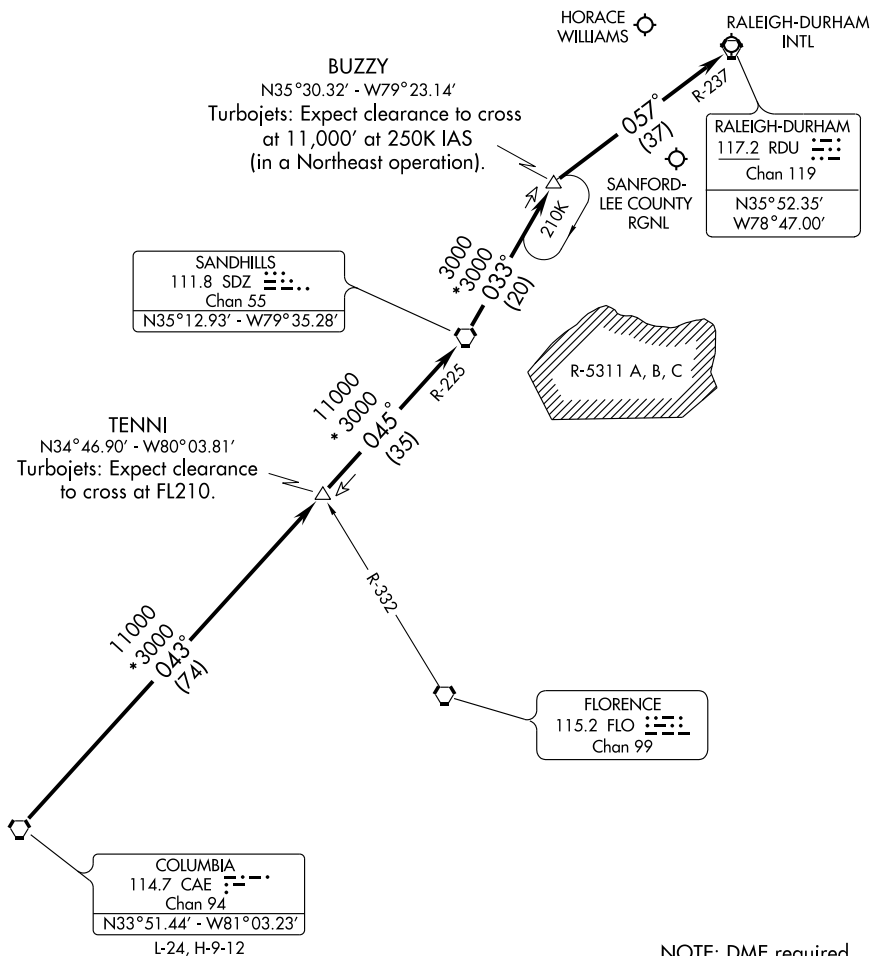
CHARLOTTE
H-9C, 12G, L-35A, 36F
IAP

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
128.3 307.9
RALEIGH-DURHAM ATIS
123.8

PERSON COUNTY

HENDERSON-
OXFORD

NOTE: DME required.

NOTE: Chart not to scale.

From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

LOC I-HNZ	APP CRS	Rwy Idg	5002
109.75	058°	TDZE	526
		Apt Elev	526

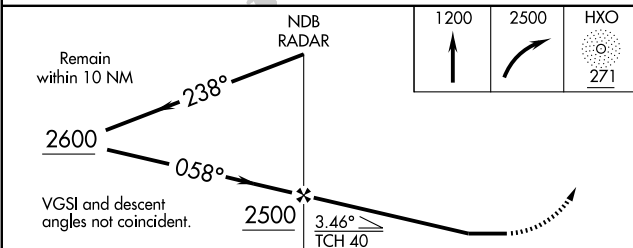
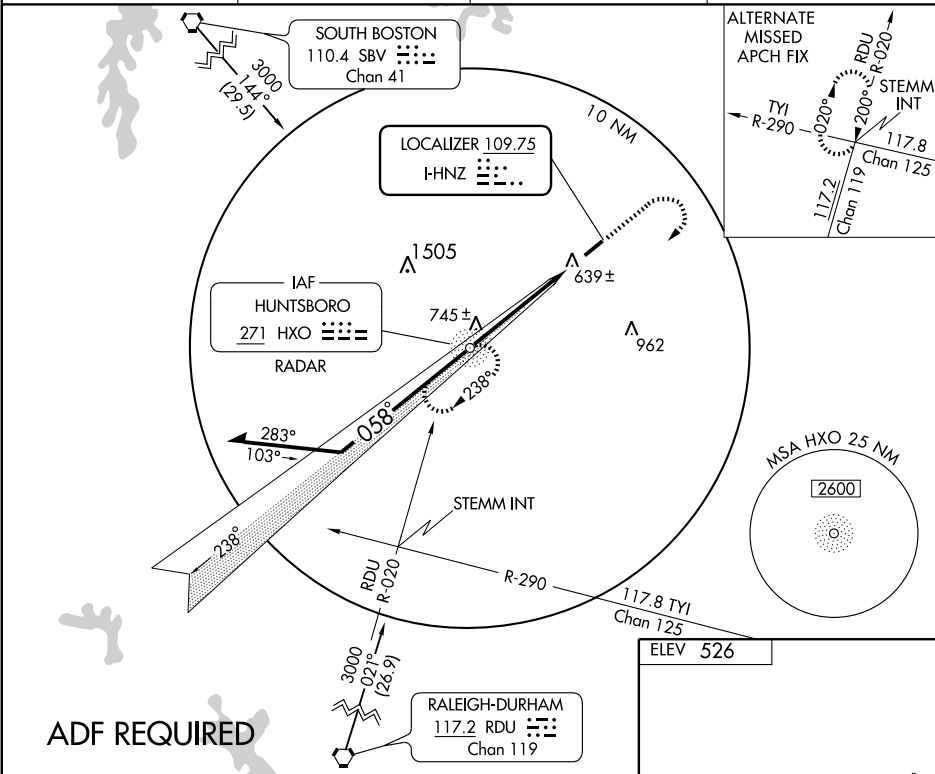
LOC RWY 6

OXFORD/HENDERSON-OXFORD (HNZ)

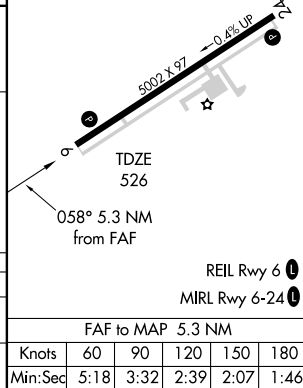
ADF or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB/RADAR and hold, continue climb-in-hold to 2500.

AWOS-3 118.625	RALEIGH APP CON 132.35 256.9	GCO 135.075	UNICOM 122.8 (CTAF) 1
--------------------------	--	-----------------------	--



CATEGORY	A	B	C	D
S-6	900-1	374 (400-1)		900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)



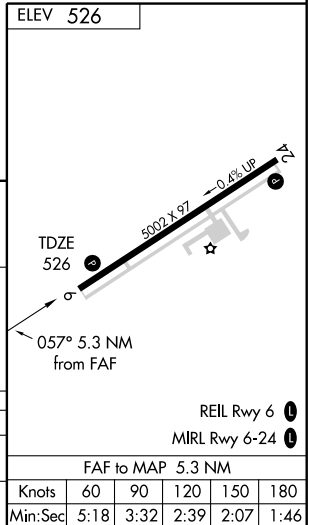
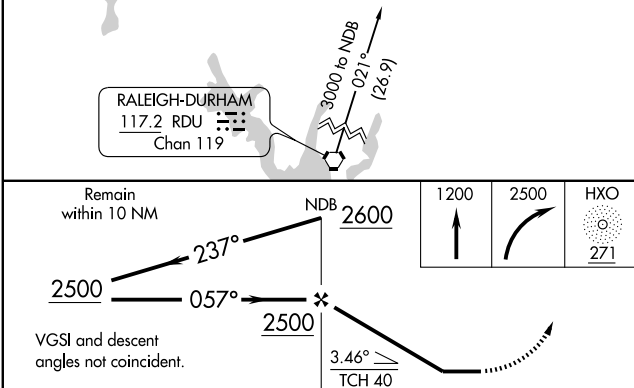
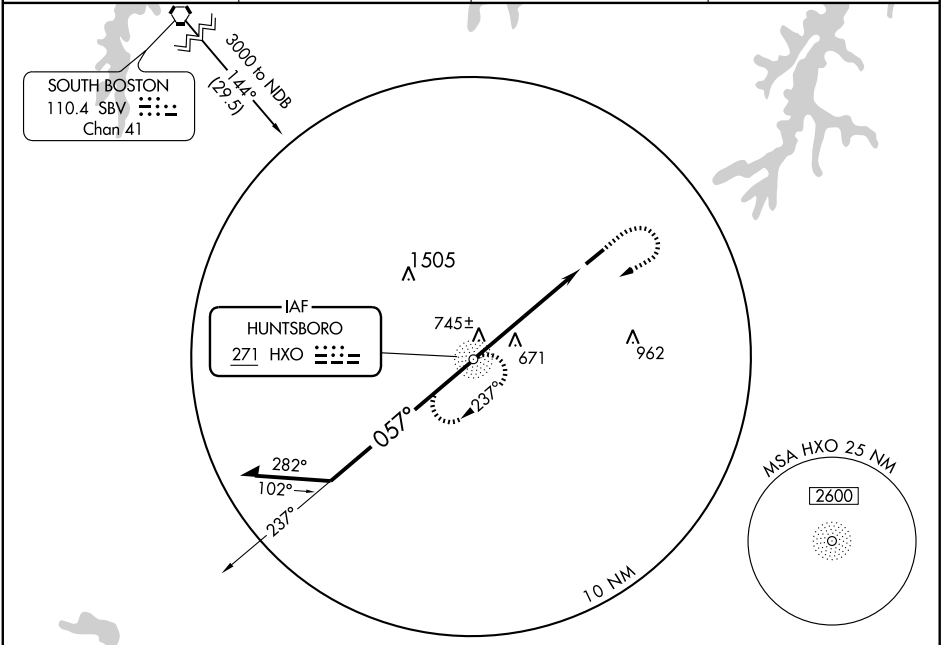
NDB RWY 6

OXFORD/HENDERSON-OXFORD (HNZ)

NDB HXO 271	APP CRS 057°	Rwy Idg TDZE Apt Elev	5002 526 526
-----------------------	------------------------	-----------------------------	---

<p>▼ ▲</p> <p>When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB and hold.</p>
---	---

AWOS-3 118.625	RALEIGH APP CON 132.35 256.9	GCO 135.075	UNICOM 122.8 (CTAF) 0
--------------------------	--	-----------------------	---------------------------------



CATEGORY	A	B	C	D
S-6	980-1	454 (500-1)	980-1¼ 454 (500-1¼)	980-1½ 454 (500-1½)
CIRCLING	980-1	454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

WAAS CH 63009 W24A	APP CRS 238°	Rwy Idg 5002 TDZE 523 Apt Elev 526
--	------------------------	---

RNAV (GPS) RWY 24
OXFORD/HENDERSON-OXFORD (HNZ)

▼ **▲** Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 953, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

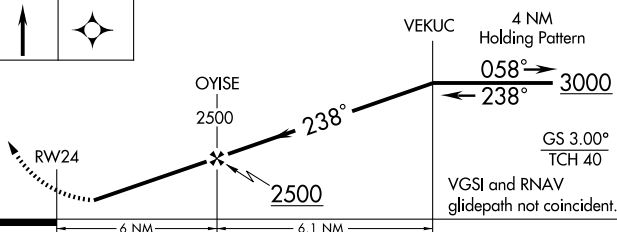
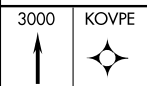
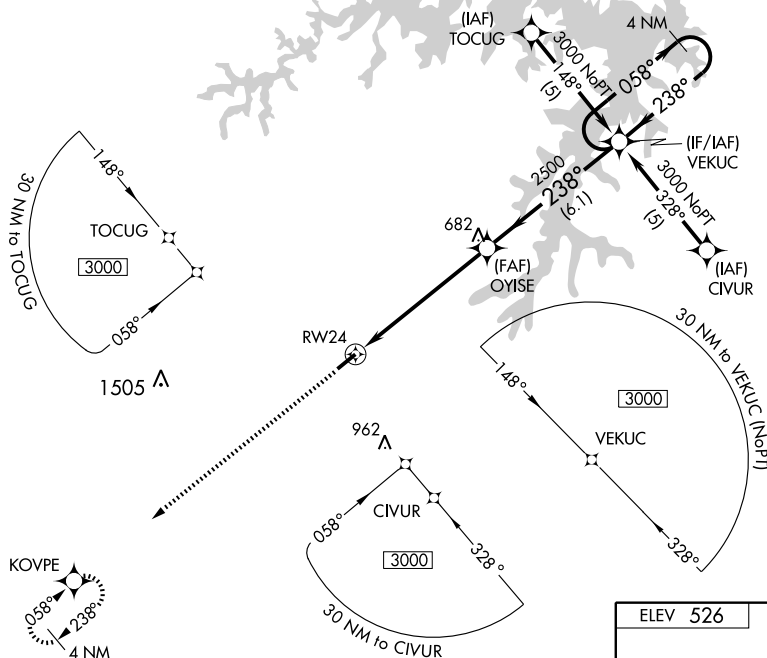
MISSED APPROACH:
Climb to 3000 direct
KOVPE and hold.

AWOS-3
118,625

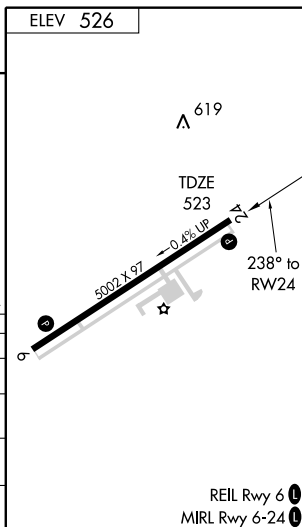
RALEIGH APP CON
132.35 256.9

GCO
135.075

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LPV DA	773-1 250 (300-1)			
RNAV/DA	889-1¼ 366 (400-1¼)			
RNAV MDA	880-1 357 (400-1)			880-1¼ 357 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)



OXFORD, NORTH CAROLINA
Orig 08269

36°22'N - 78°32'W

OXFORD/HENDERSON-OXFORD (HNZ)
RNAV (GPS) RWY 24

SE-2. 26 AUG 2010 to 23 SEP 2010

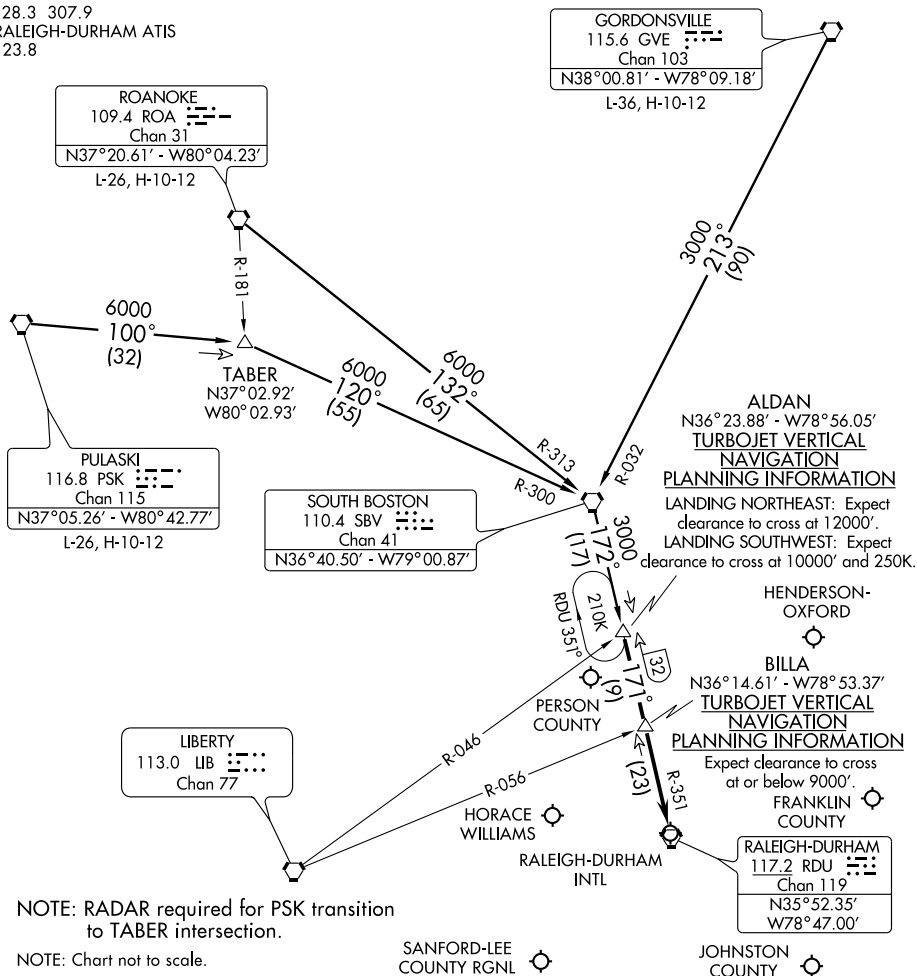
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports:

Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

OXFORD

HENDERSON—OXFORD (HNZ) 4 NE UTC-5(-4DT) N36°21.70' W78°31.75'

526 B S4 FUEL 100LL, JET A1+ NOTAM FILE HNZ

RWY 06-24: H5002X97 (ASPH) S-30 MIRL 0.4% up SW

RWY 06: REIL. PAPI(P2L)—GA 3.3° TCH 26'. Trees.

RWY 24: PAPI(P2L)—GA 3.45° TCH 33'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z±, CLOSED Thanksgiving and Christmas days. Arpt phone number is 919-693-5769; for after hours svc call 919-603-0499. Rwy 24 has 30' unmarked p-line 1000' from thld on centerline. Rwy 24 has 60' drop off 325' from thld and 90' left and right from centerline. Rwy 06 200' from thld on both sides of centerline 6' drop off. Trees east of the arpt obscure the rotating bcn. MIRL Rwy 06-24 ops dusk-0400Z±; after 0400Z± ACTIVATE—CTAF. ACTIVATE REIL Rwy 06, PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (919) 693-9516.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ RALEIGH APP/DEP CON 132.35 GCO 135.075 (RALEIGH APP)

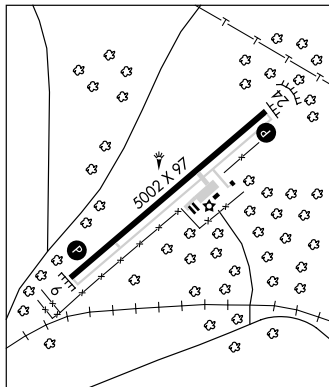
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 134° 30.1 NM to fld. 530/05W.

HUNTSBORO NDB (MHW) 271 HXO N36°18.03'

W78°37.12' 057° 5.7 NM to fld. NOTAM FILE RDU.

ILS 109.75 I-HNZ Rwy 06. LOC only.



PENDY N34°42.98' W78°00.22' NOTAM FILE RDU.

NDB (MHW) 379 ACZ at Henderson Fld.

CHARLOTTE
L-35B

PERSON CO (See ROXBORO)

PIEDMONT TRIAD INTL (See GREENSBORO)

PINEHURST/SOUTHERN PINES

MOORE CO (SOP) 3 N UTC-5(-4DT) N35°14.26' W79°23.33'

455 B S4 FUEL 100LL, JET A OX 3 Class IV, ARFF Index A NOTAM FILE SOP

RWY 05-23: H5503X150 (ASPH-GRVD) S-30 D-58. HIRL 0.4% up SW

RWY 05: MALS. VASI(V4L)—GA 3.0° TCH 48'.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 39'. Tree.

AIRPORT REMARKS: Attended 1300-0100Z±. Bird activity on and in/ov arpt Apr-Oct. PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 910-692-3212. 12 hr PPR for jet ops conducted 0400-1100Z±, ctc airport manager 910-692-3212. Noise abatement procedures in effect. Ctc arpt manager 910-692-3212. Avoid overfly of residential area NE of arpt. Multiengine acft departing Rwy 05 or Rwy 23 maintain heading until reaching 1500' MSL before turning. ACTIVATE HIRL Rwy 05-23, REIL Rwy 23 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.575 (910) 692-4287.

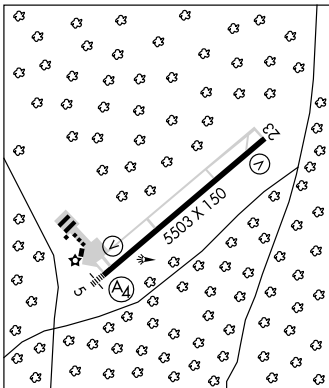
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ FAYETTEVILLE APP/DEP CON 127.8 CLNC DEL 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 085° 9.9 NM to fld. 590/03W.

ILS 111.5 I-SOP Rwy 05. Class IB. Loc unmonitored 0100-1300Z±. Localizer unusable byd 30° left of centerline.



CHARLOTTE
H-9C, 12G, L-35A, 36F
IAP

RNAV (GPS) RWY 23

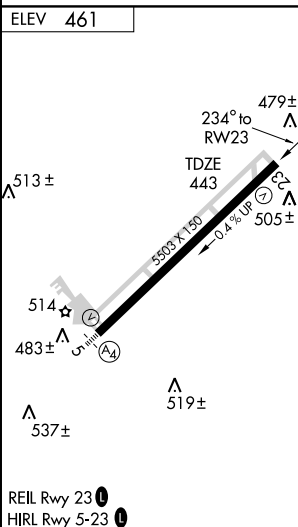
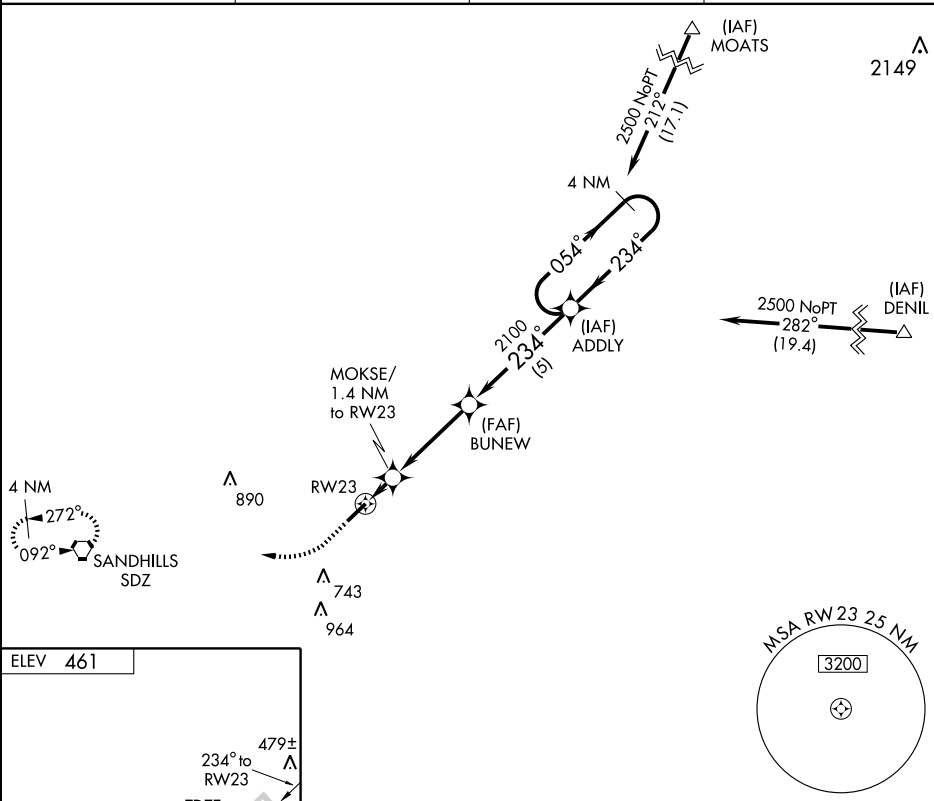
PINEHURST/SOUTHERN PINES/ MOORE COUNTY (SOP)

APP CRS	Rwy Idg	5503
234°	TDZE	443
	Apt Elev	461

NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pope AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct SDZ VORTAC and hold.

AWOS-3 127.575	FAYETTEVILLE APP CON 127.8 343.725	CLNC DEL 127.0	UNICOM 123.05 (CTAF)
--------------------------	--	--------------------------	--------------------------------



1300	3300	SDZ	ADDLY	4 NM Holding Pattern
<p>MOKSE/ 1.4 NM to RW23</p> <p>BUNEW</p> <p>RW23</p> <p>900</p> <p>2100</p> <p>234°</p> <p>054°</p> <p>2500</p> <p>234°</p> <p>≤ 3.00° TCH 39</p> <p>1.4</p> <p>3.7 NM</p> <p>5 NM</p>				
CATEGORY	A	B	C	D
LNVA MDA	760-1 317 (300-1)			
CIRCLING	840-1 379 (400-1)	920-1 459 (500-1)	920-1½ 459 (500-1½)	1020-2 559 (600-2)

PINK HILL (4W9) 1 E UTC-5(-4DT) N35°03.04' W77°44.17'

CHARLOTTE

144 B NOTAM FILE RDU

RWY 01-19: 2800X85 (TURF) LIRL (NSTD)

RWY 01: Thld dsplcd 200'. Trees.

RWY 19: Thld dsplcd 200'. Fence.

AIRPORT REMARKS: Unattended. Sheep on and in vof arpt. No line of sight between rwy ends. Arpt is under several military low level routes. Jet acft cross arpt under 500 feet in excess of 200 knots. +5' grape vineyards 50' left and right of centerline first half of Rwy 19. 65' trees 50' from rwy edges both sides south half of rwy. 40' trees 50' from E edge N half of rwy. Rwy 01-19 marked with yellow cones, dsplcd thlds marked with 3 cones each side rwy. Rwy 01-19 NSTD LIRL; not FAA approved L-800 series. No thld lgts. LIRL Rwy 01-19 OTS indef.

ACTIVATE LIRL Rwy 01-19 and rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

PITT-GREENVILLE (See GREENVILLE)

PK AIRPARK (See RAEFORD)

PLYMOUTH

DONALD'S AIR PARK INC (7NC) 8 SE UTC-5(-4DT) N35°44.01' W76°40.18'

CHARLOTTE

18 S5 FUEL JET A1+ NOTAM FILE RDU

Not insp.

RWY 04-22: 4000X100 (TURF) LIRL (NSTD)

RWY 04: Trees.

RWY 22: Thld dsplcd 800'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†, Sun 1800-2200Z†. Heavy agricultural acft ops Mar-Nov. A and P avbl. Rwy 22 has marked pline at thld. Rwy 04-22 NSTD LIRL due to spacing of rwy lgts. ACTIVATE NSTD LIRL Rwy 04-22 call 252-809-9010.

COMMUNICATIONS: CTAF 122.9

PLYMOUTH MUNI (PMZ) 2 S UTC-5(-4DT) N35°48.65' W76°45.50'

CHARLOTTE

39 B FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9C, L-35C

RWY 03-21: H5500X75 (ASPH) S-25 MIRL

IAP

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 30'. Trees.

RWY 21: REIL. PAPI(P2L)—GA 4.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. For fuel after hrs call 252-793-9801. Deer activity in vof arpt. Arpt located 4.3 NM W of military restricted area. Safety problem due to fast military acft crossing arpt below 3000' MSL enroute to restricted area. Crossings are unannounced. There are 17 based acft located adjacent to the arpt with twy access to ramp. Rwy 21 PAPI unusable byd 8° right of centerline. ACTIVATE MIRL Rwy 03-21, REIL Rwy 03 and Rwy 21 and PAPI Rwy 03 and PAPI Rwy 21—CTAF.

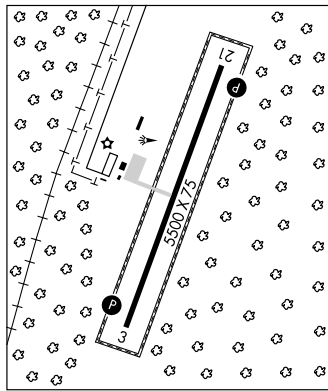
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 135.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

COFIELD (L) VORTAC 114.6 CVI Chan 93 N36°22.37'

W76°52.29' 180° 34.1 NM to fld. 70/09W.



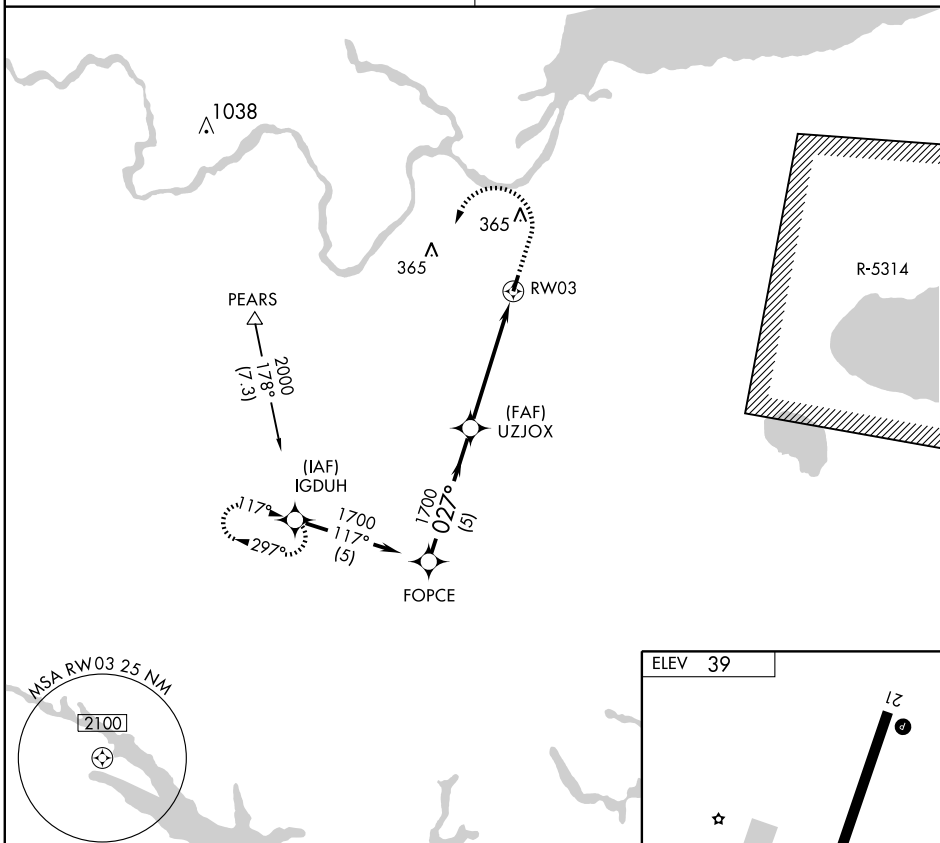
APP CRS	Rwy Idg	5500
027°	TDZE	39
	Apt Elev	39

GPS RWY 3
PLYMOUTH MUNI (PMZ)

T
A NA Use New Bern altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct IGDUH WP and hold.

WASHINGTON CENTER
135.5 281.42

UNICOM
122.8 (CTAF) **L**

Procedur
Turn
NA

FOPCF

11710X

1000

2000

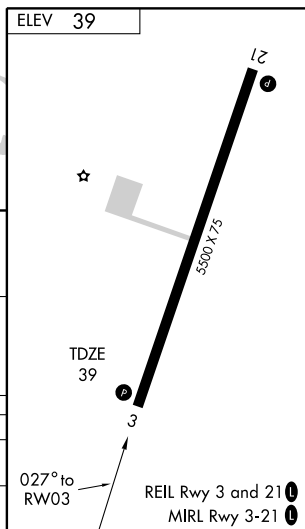
IGDUH

1700 — 027° — 1700

RW03

Diagram showing the distance between the center of the first and second unit cells. The distance is divided into two segments: 5 NM and 5.1 NM.

CATEGORY	A	B	C	D
S-3	520-1	481 (500-1)	520-1 $\frac{1}{4}$ 481 (500- $\frac{1}{4}$)	NA
CIRCLING	600-1	561 (600-1)	600-1 $\frac{1}{2}$ 561 (600- $\frac{1}{2}$)	NA



PLYMOUTH, NORTH CAROLINA

Orig 10154

PLYMOUTH MUNI (PMZ)

GPS RWY 3

35°48'N-76°46'W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

APP CRS **207°**
 Rwy Idg **5500**
 TDZE **39**
 Apt Elev **39**

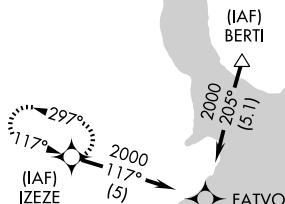
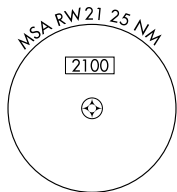
GPS RWY 21
 PLYMOUTH MUNI (PMZ)

▼
 ▲ NA Use New Bern altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IZEZE WP and hold.

WASHINGTON CENTER
135.5 281.42

UNICOM
122.8 (CTAF) 0



ELEV **39**

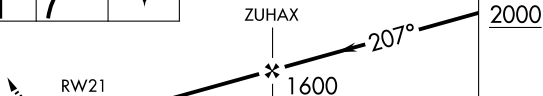
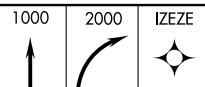
207° to RW21

TDZE **39**

5500 X 7.5

3

REIL Rwy 3 and 21
 MRL Rwy 3-21



CATEGORY	A	B	C	D
S-21	740-1	701 (800-1)	740-2	NA
CIRCLING	740-1	701 (800-1)	740-2	NA

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE POB.

(L) TACAN Chan 85 POB (113.8) N35°10.11' W79°01.18' at fld. 240/7W. No NOTAM MP Thu 1300–1600Z†.

TACAN azimuth unusable:

byd 30 NM blo 4,000'

331°–339° byd 17 NM

136°–151°

340°–358° byd 17 NM blo 4,000'

186°–191°

NDB (HW) 338 POB N35°13.61' W78°57.26' 228° 4.5 NM to fld. No NOTAM MP Fri 1300–1400Z†.

ILS 110.9 I-POB Rwy 23. No NOTAM MP localizer Mon 1300–1600Z†, glide slope Tue 1300–1600Z†.

ATC protects FAA-defined ILS critical zone.

MLS Y Chan 622 M-PPN Rwy 23. No NOTAM MP Fri 1300–1600Z†. Unusable 268°–188° byd 15 NM and 268°–188° blo 1.8°.

POTTERS HILL

EAGLES NEST

(6N9) 0 SW UTC–5(–4DT) N34°58.93' W77°41.90'

CHARLOTTE

115 NOTAM FILE RDU

RWY 13–31: 1850X75 (TURF)

RWY 13: Trees.

RWY 31: Road.

AIRPORT REMARKS: Unattended. VFR only. Rwy 13 +6' bushes 10' from thld on centerline. Rwy 13–31 marked with yellow cones. Arpt is under several military VR routes. Jet acft cross arpt under 500' in excess of 200 knots.

COMMUNICATIONS: CTAF 122.9

RAEFORD

PK AIRPARK

(5W4) 3 NE UTC–5(–4DT) N35°01.19' W79°11.46'

CHARLOTTE

304 B FUEL 100LL, JET A NOTAM FILE RDU

RWY 04–22: H3402X60 (ASPH) S–30 MRL 0.4% up NE

RWY 04: Trees.

RWY 22: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z†–dusk. CAUTION —Low flying military acft in area; arpt located within a military ops area. Frequent parachute activity to target 300 ft SE of terminal apron. Acft in vicinity monitor 123.5. Monitor frequency 123.5 for parachute jumping activity. Fly 1 mile wide down wind leg to prevent conflicts with parachute jumping activity (Drop Zone SE from rwy.) Contact FSS prior to landing.

COMMUNICATIONS: CTAF/UNICOM 123.0

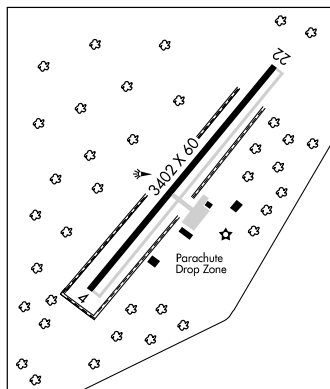
® FAYETTEVILLE APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.

FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°52.50' 282° 15.7 NM to fld. 179/04W.

L–35A, 36F

IAP



RALEIGH

TRIPLE W

(5W5) 11 SW UTC–5(–4DT) N35°37.22' W78°42.02'

CHARLOTTE

244 B S4 NOTAM FILE RDU

RWY 16–34: H3004X40 (ASPH) LIRL (NSTD)

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Attended irregularly. Rwy 16–34 PAEW parallel twy. All acft over 6500 lbs. prohibited. Twr (500 AGL/826' MSL) approximately 1.75 NM NW of arpt. Be alert for rising terrain all quadrants. Rwy 16–34 has 4' dropoff 20' from pavement edge all sides. Twy not lgtd. 4 foot dropoff taxiway edge both sides—S end. Rwy 16–34 NSTD LIRL lgts 15 ft from edge of rwy; Rwy 16 thld lgts 150' from thld, Rwy 34 thld lgts 460' from thld. ACTIVATE LIRL—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan 119 N35°52.35' W78°47.00' 169° 15.6 NM to fld. 429/04W.

L–35B, 36F

VOR/DME FAY 108.8 Chan 25	APP CRS 282°	Rwy Idg TDZE Apt Elev 304	N/A N/A
---	------------------------	--	--------------------------

VOR/DME or GPS-A

RAEFORD/P K AIRPARK (5W4)

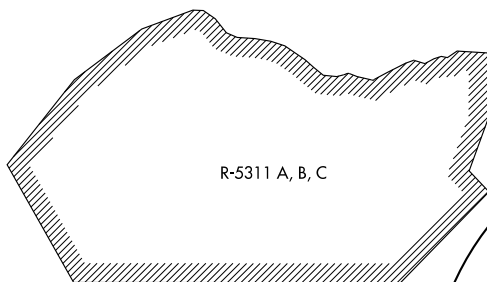


Use Fayetteville altimeter setting.

MISSED APPROACH: Climbing left turn to 3000
via FAY R-271 to RAEFO 25 DME and hold.

FAYETTEVILLE APP CON
127.8 295.0

UNICOM
123.0 (CTAF)



(MAHYA)

RAEFO
FAY **25**

FAY
R-271

INJUN
FAY **12**

1500
282°
(5)

KAYCE
FAY **7**

2000
282°
(7)

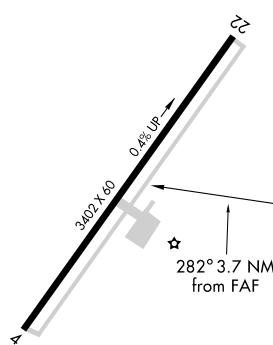
IAF
FAYETTEVILLE
108.8 FAY
Chan 25

MSA FAY 25 NM

2300

1250

ELEV **304**



282° 3.7 NM
from FAF

MRL Rwy 4-22

3000	RAEFO FAY 25	KAYCE FAY 7	VOR/DME
FAY R-271 108.8	INJUN FAY 12	282°	2000
(MAHYA) FAY 15.7	1500	2000	Procedure Turn NA
3.7 NM	5 NM	7 NM	
CATEGORY	A	B	C
CIRCLING	820-1	516 (600-1)	820-1½ 516 (600-1½)
			D
			NA

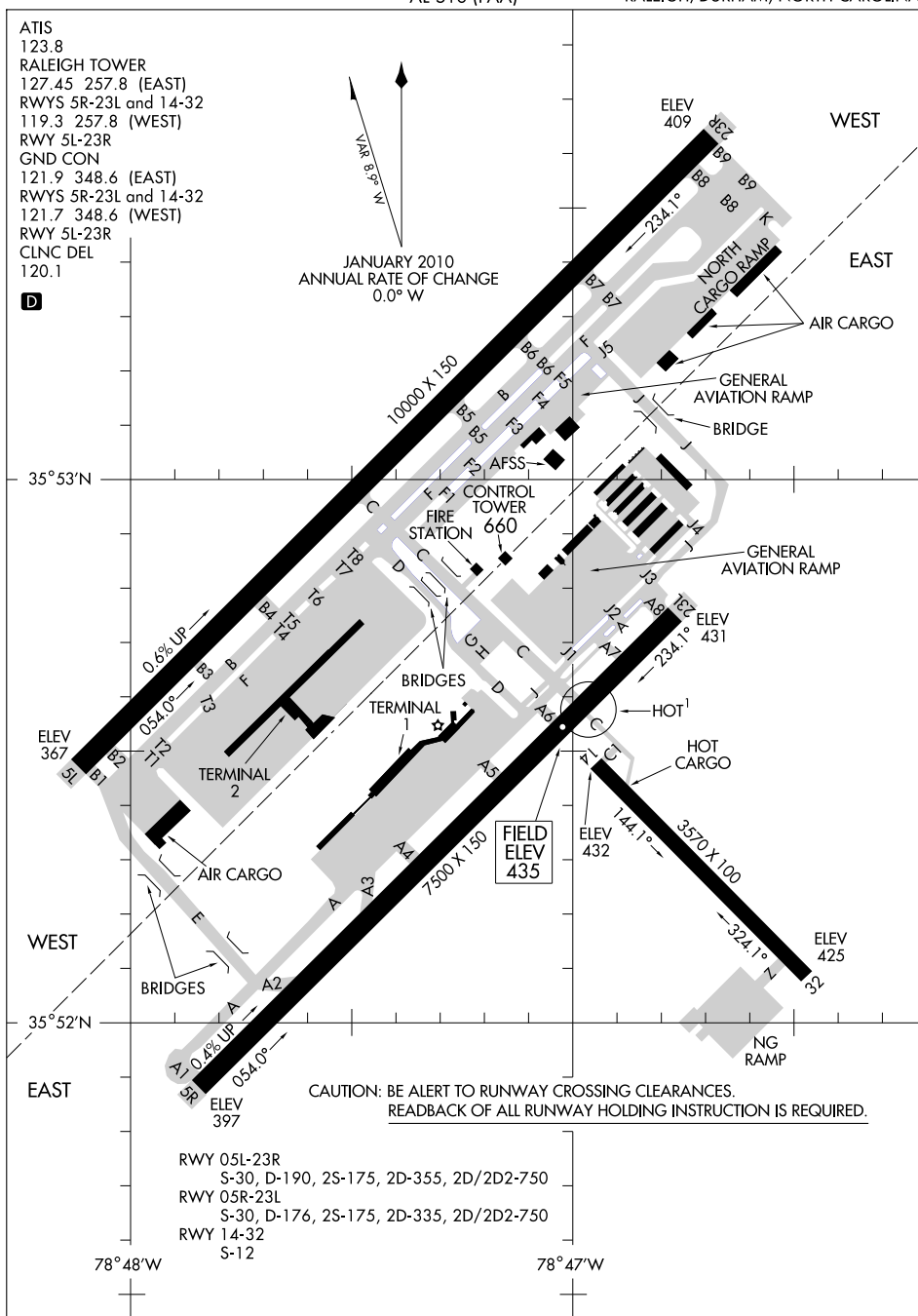
AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



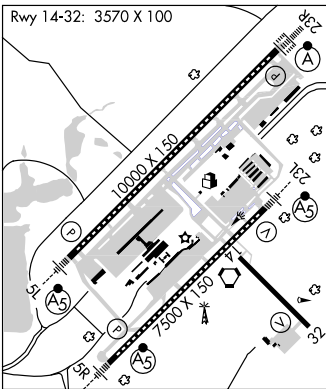
AIRPORT DIAGRAM

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

RALEIGH-DURHAM INTL (RDU) 9 NW UTC-5(-4DT) N35°52.66' W78°47.25'

435 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index D

NOTAM FILE RDU

Rwy 05L-23R: H10000X150 (CONC-WC) S-30, D-190, 2S-175, 2D-355, 2D/2D2-750 HIRL CL**Rwy 05L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 72'. 0.6% up.**Rwy 23R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 68'. Rgt ttc.**Rwy 05R-23L:** H7500X150 (ASPH-GRVD) S-30, D-176, 2S-175, 2D-335, 2D/2D2-750 HIRL CL 0.4% up NE**Rwy 05R:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Rgt ttc.**Rwy 23L:** MALSR. TDZL VASI(V4L)—GA 3.0° TCH 55'.**Rwy 14-32:** H3570X100 (ASPH) S-12, MIRL**Rwy 32:** REIL. VASI(V4L)—GA 3.5° TCH 29'. Trees.**RUNWAY DECLARED DISTANCE INFORMATION****Rwy 05L:** TORA-10000 TODA-10000 ASDA-10000 LDA-10000**Rwy 05R:** TORA-7500 TODA-7500 ASDA-7500 LDA-7500**Rwy 23L:** TORA-7500 TODA-7500 ASDA-7500 LDA-7500**Rwy 23R:** TORA-10000 TODA-10000 ASDA-10000 LDA-10000**AIRPORT REMARKS:** Attended continuously. Arpt CLOSED to airships.Four engine acft with wingspan over 171' and group V must use Rwy 05L-23R. Rwy 05L-23R southwest 3000' ungrooved and northeast 3000' ungrooved. Crane 75' AGL .76 NM from AER 05R. PPR for all military acft and unscheduled charter flights with 30 or more passengers. Military practice approaches require approval 24 hours prior notice required. Contact arpt ops. Rwy 05R touchdown and rollout rwy visual range avbl. Rwy 23L touchdown and rollout rwy visual range avbl. Touchdown rwy visual range and rwy visibility value available Rwy 23L. Twy F between Twy T1 and T4 clsd to acft with wingspan greater than 135'. No jet engine maintenance runs between 0500-1100Z \pm . National Guard 24 hr PPR for jet acft and transit military acft—919-840-2111. No approval required for pushback at terminal gates unless acft rqr use of twy. Ctc ATC prior to pushing onto twy. Twy E behind south Cargo 4 and Twy J behind corporate hangars not visible from twr. Visibility of bcn shielded to the North. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (919) 840-0816. LLWAS. TDWR.**COMMUNICATIONS:** D-ATIS 123.8 UNICOM 122.95

RALEIGH FSS (RDU) on arpt.

RCO 122.65 122.45 122.2 (RALEIGH RADIO)

① APP CON 128.3 (230°-024°) 124.95 (025°-229°)

① DEP CON 132.35 (230°-024°) 125.3 (025°-229°)

TOWER 119.3 (West) Rwy 05L-23R 127.45 (East) Rwy 05R-23L and Rwy 14-32

GND CON 121.9 (East) Rwy 05R-23L and Rwy 14-32 121.7 (West) Rwy 05L-23R CLNC DEL 120.1

AIRSPACE: CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

(H) VORTACW 117.2 RDU Chan 119 N35°52.35' W78°47.00' at fld. 429/04W.

LEEVY NDB (HW/LOM) 350 LE N35°55.63' W78°43.32' 234° 4.4 NM to fld.

GREON NDB (LOM) 382 RD N35°47.82' W78°52.98' 051° 6.7 NM to fld. Unmonitored.

ILS/DME 109.1 I-GKK Chan 28 Rwy 05L. Class IA.

ILS 109.5 I-RDU Rwy 05R. Class IE. LOM GREON NDB. LOM unmonitored.

ILS 108.5 I-LEI Rwy 23L. Class IA. LOM LEEVY NDB. LOC unusable within 2.0 NM from thld.

ILS/DME 111.7 I-DMP Chan 54 Rwy 23R. Class IIE. Inner Marker unmonitored. LOC unusable by 20° right of course.

RAPIDS N36°26.46' W77°42.50' NOTAM FILE RZZ.

NDB (MHW) 407 RZZ at Halifax Co.

WASHINGTON

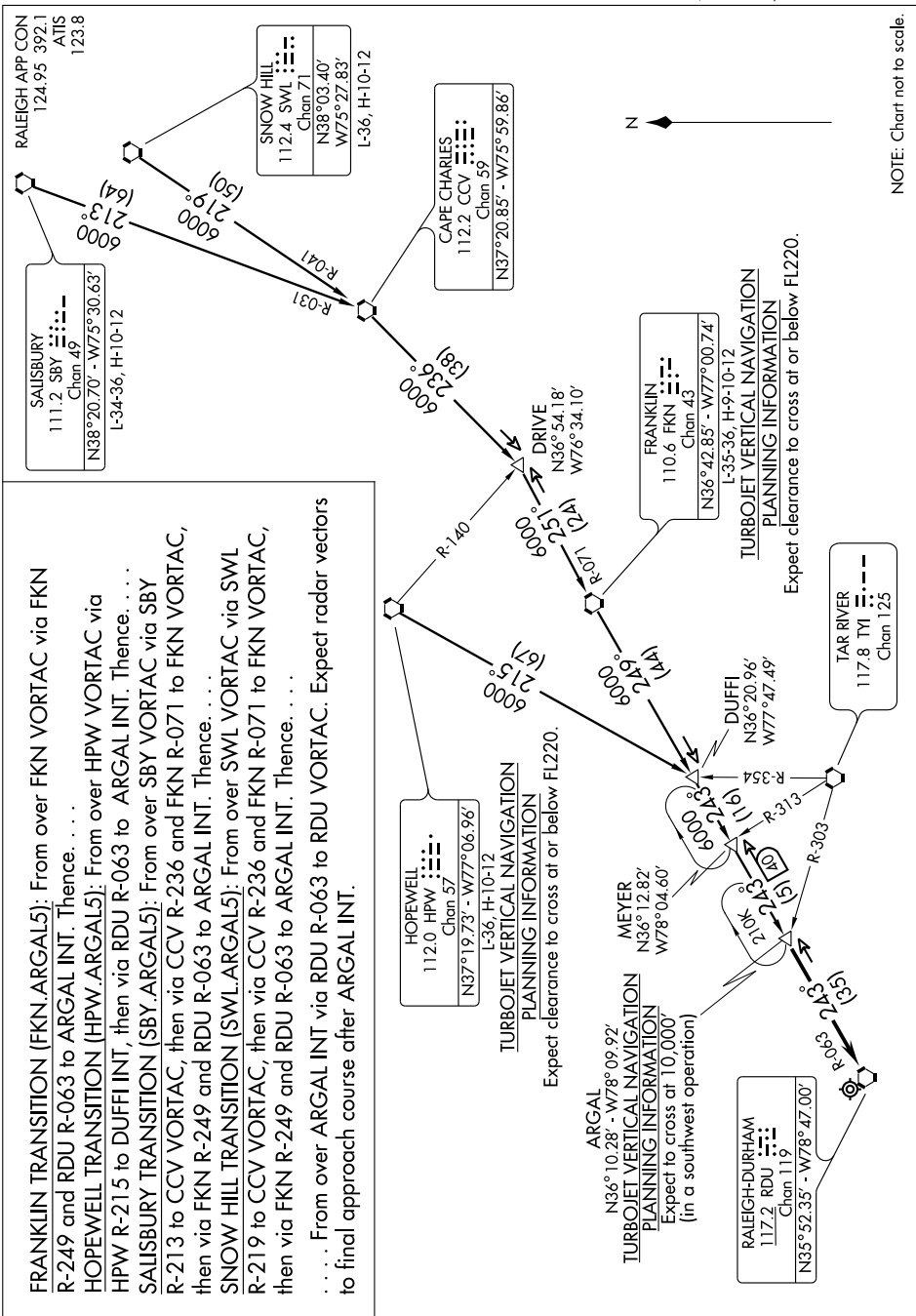
L-35C, 36G

REENO N36°04.26' W80°10.01' NOTAM FILE INT.

NDB (LOM) 317 IN 332° 4.6 NM to Smith-Reynolds. (Unmonitored when tower closed).

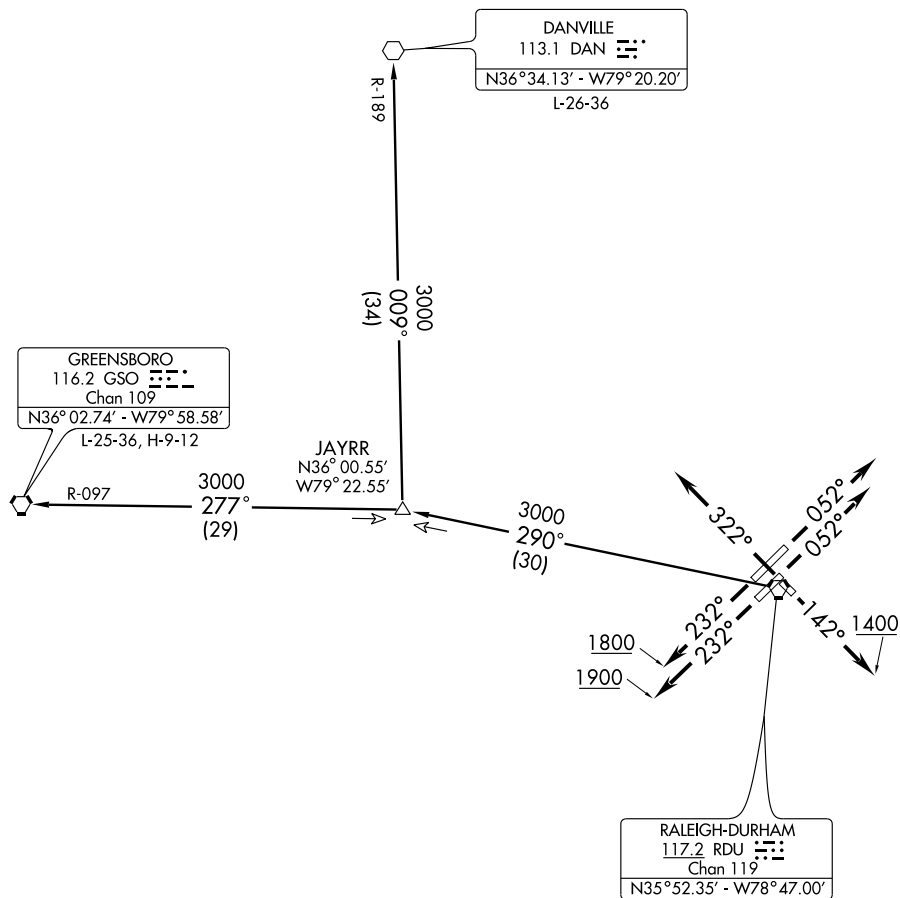
CINCINNATI

L-25D, 36F



BLUE DEVIL FOUR DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9



TAKEOFF MINIMUMS:

Rwys 5L, 5R, 14, 23L, 23R, STANDARD.
Rwy 32: 300-1

NOTE: Turbojets not authorized.

NOTE: Radar Required.

NOTE: Chart not to scale.

(Continued on next page)

BLUE DEVIL FOUR DEPARTURE

BLUE DEVIL FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence....

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence....

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence....

TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 5L: Tree 2011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3802 feet from DER, 1238 feet left of centerline, 77 feet AGL/506 MSL. Tank 4046 feet from DER, 1578 feet right of centerline, 138 feet AGL/547 feet MSL.

Rwy 5R: Tree 1437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

Rwy 14: Multiple trees beginning 2021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 MSL.

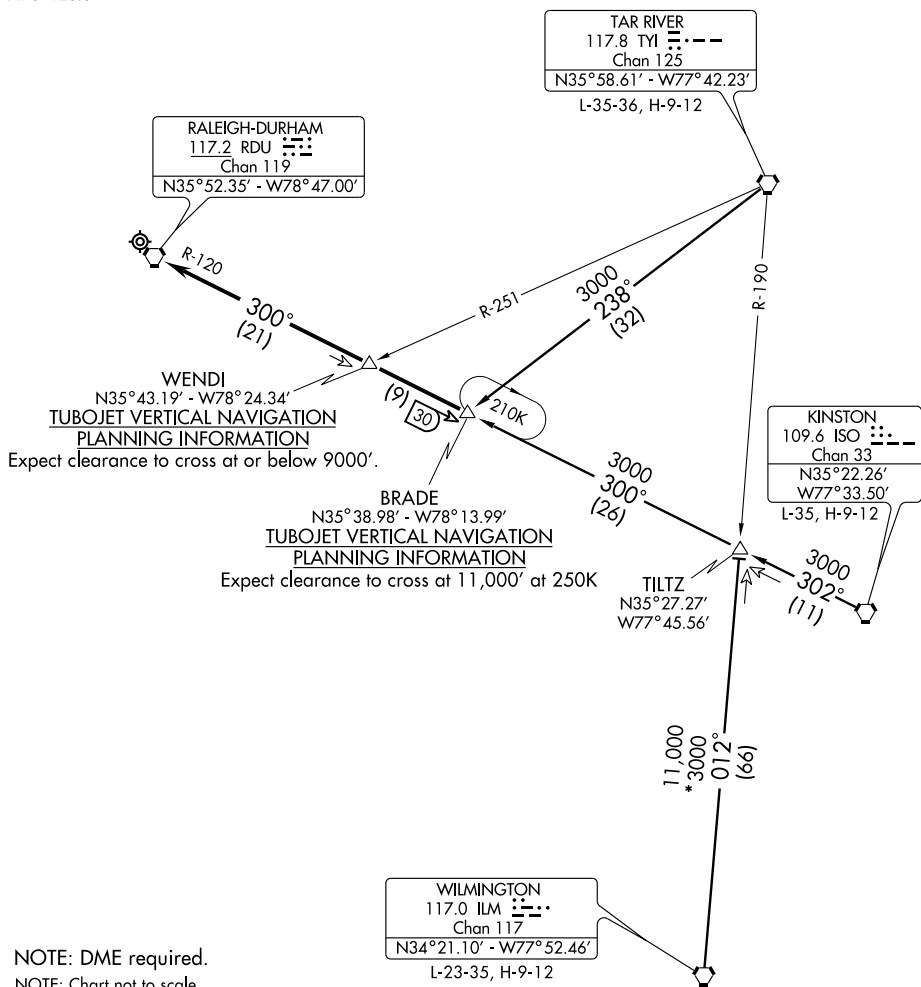
Rwy 23L: Tree 1496 from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. LT Pole 1458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

Rwy 32: Multiple poles 1170 feet from DER, 634 feet left centerline, up to 47 feet AGL/486 feet MSL. Antenna 1243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

BRADE FIVE ARRIVAL (BRADE.BRADE5)

RALEIGH-DURHAM INTL
RALEIGH/DURHAM, NORTH CAROLINARALEIGH APP CON
124.95 392.1
ATIS 123.8

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

KINSTON TRANSITION (ISO.BRADE5): From over ISO VORTAC via ISO R-302 and RDU R-120 to BRADE INT. Thence

TAR RIVER TRANSITION (TYI.BRADE5): From over TYI VORTAC via TYI R-238 to BRADE INT. Thence

WILMINGTON TRANSITION (ILM.BRADE5): From over ILM VORTAC via ILM R-012 and RDU R-120 to BRADE INT. Thence

. . . . From over BRADE INT via RDU R-120 to RDU VORTAC. Expect radar vectors to final approach course after WENDI INT.

BRADE FIVE ARRIVAL (BRADE.BRADE5)

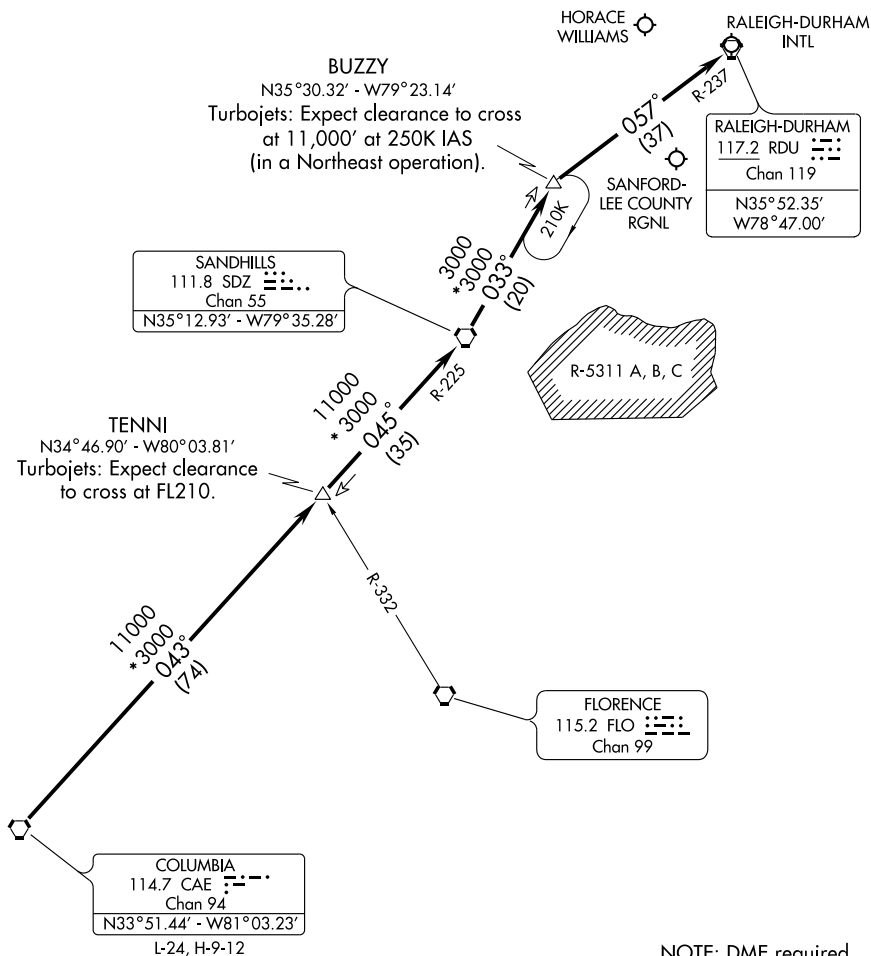
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
128.3 307.9
RALEIGH-DURHAM ATIS
123.8

PERSON COUNTY

HENDERSON-
OXFORD

NOTE: DME required.

NOTE: Chart not to scale.

From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH-DURHAM, NORTH CAROLINA

1800

1900

(EVIGY)
N35°37.62'
W78°55.79'

180°
(39)

R-360

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'

FAYETTEVILLE
108.8 FAY
Chan 25
N34°59.13'-W78°52.50'
L-35-36

GRAND STRAND
117.6 CRE
Chan 123
N33°48.83'-W78°43.47'
L-35

NCE
D 99
W79°39.43'
-36, H-9-12

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

(FAY3.FAY) 10154

RALEIGH-DURHAM INTL (RDU)

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

FAYETTEVILLE THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to join RDU R-210 thence via RDU R-210 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

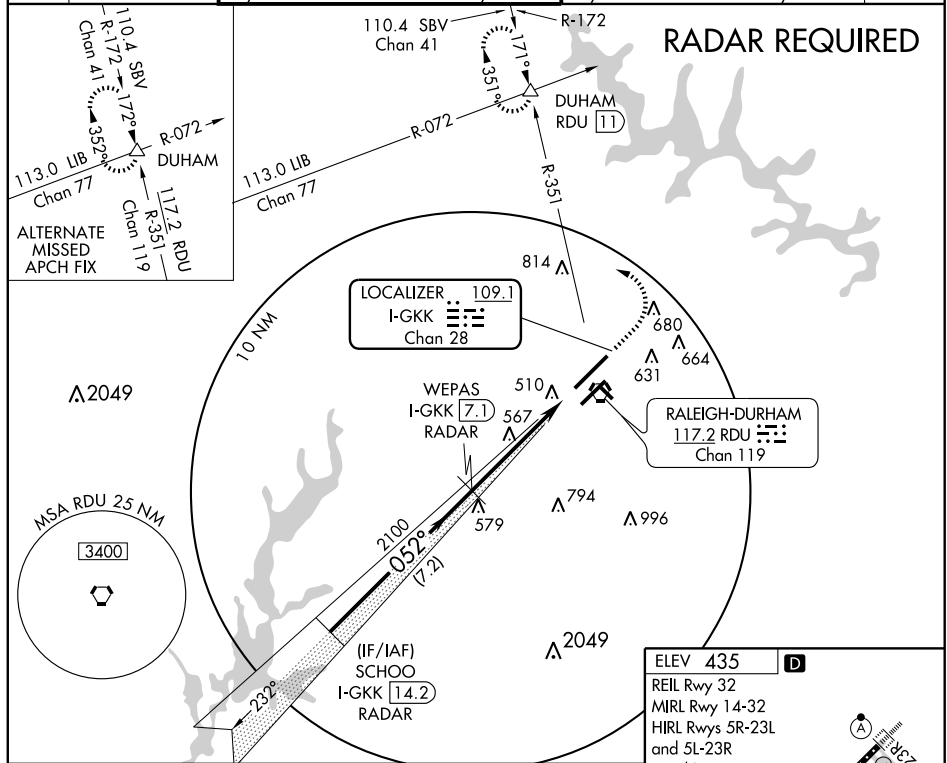
NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

LOC/DME I-GKK 109.1 Chan 28	APP CRS 052°	Rwy Idg TDZE Apt Elev 10000 385 435
---	------------------------	---

ILS or LOC RWY 5L RALEIGH-DURHAM INTL (RDU)

DME or Radar required..		MALS 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 310° and RDU R-351 to DUHAM INT/RDU 11 DME and hold.	
-------------------------	--	----------	---	--

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32
			121.7 348.6 Rwy 5L-23R	120.1






<div><div>SCHOO I-GKK [14.2] RADAR</div><div>WEPAS I-GKK [7.1] RADAR</div><div>1000 ↑</div><div>2100 hdg 310°</div><div>RDU R-351 117.2</div><div>DUHAM △</div></div> <div><div>3000</div><div>052°</div><div>2100</div><div>I-GKK [3.3]</div><div>I-GKK [1.9]</div><div>GS 3.00° TCH 57</div><div>VGSI and ILS glidepath not coincident.</div><div>7.2 NM</div><div>3.8 NM</div><div>1.4 NM</div></div> <table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr><tr><td>S-ILS 5L</td><td colspan="4">596/18 211 (200-½)</td></tr><tr><td>S-LOC 5L</td><td>880/24 495 (500-½)</td><td>880/40 495 (500-¾)</td><td colspan="2">880/50 495 (500-1)</td></tr><tr><td>CIRCLING</td><td>960-1 525 (600-1)</td><td>960-1½ 525 (600-1½)</td><td colspan="2">1060-2 625 (700-2)</td></tr></table>					CATEGORY	A	B	C	D	S-ILS 5L	596/18 211 (200-½)				S-LOC 5L	880/24 495 (500-½)	880/40 495 (500-¾)	880/50 495 (500-1)		CIRCLING	960-1 525 (600-1)	960-1½ 525 (600-1½)	1060-2 625 (700-2)		<div><div>TDZ/CL Rwy's 23R, 23L and 5L</div><div>052° 5.2 NM from FAF</div><div>10000 X 150</div><div>660</div><div>45</div><div>23L</div><div>482±</div><div>TDZE 385</div><div>505</div><div>7500 X 150</div><div>350 X 100</div><div>513±</div><div>32±</div><div>455±</div></div> <table><tr><th colspan="6">FAF to MAP 5.2 NM</th></tr><tr><th>Knots</th><th>60</th><th>90</th><th>120</th><th>150</th><th>180</th></tr><tr><th>Min:Sec</th><td>5:12</td><td>3:28</td><td>2:36</td><td>2:05</td><td>1:44</td></tr></table>	FAF to MAP 5.2 NM						Knots	60	90	120	150	180	Min:Sec	5:12	3:28	2:36	2:05	1:44
CATEGORY	A	B	C	D																																							
S-ILS 5L	596/18 211 (200-½)																																										
S-LOC 5L	880/24 495 (500-½)	880/40 495 (500-¾)	880/50 495 (500-1)																																								
CIRCLING	960-1 525 (600-1)	960-1½ 525 (600-1½)	1060-2 625 (700-2)																																								
FAF to MAP 5.2 NM																																											
Knots	60	90	120	150	180																																						
Min:Sec	5:12	3:28	2:36	2:05	1:44																																						

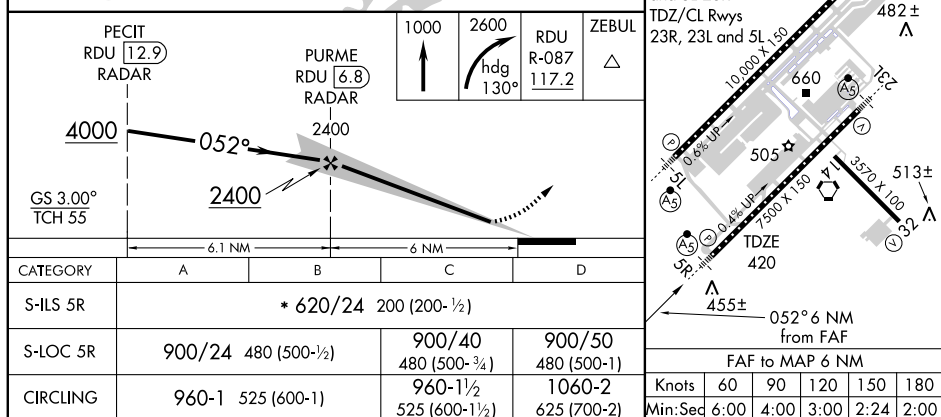
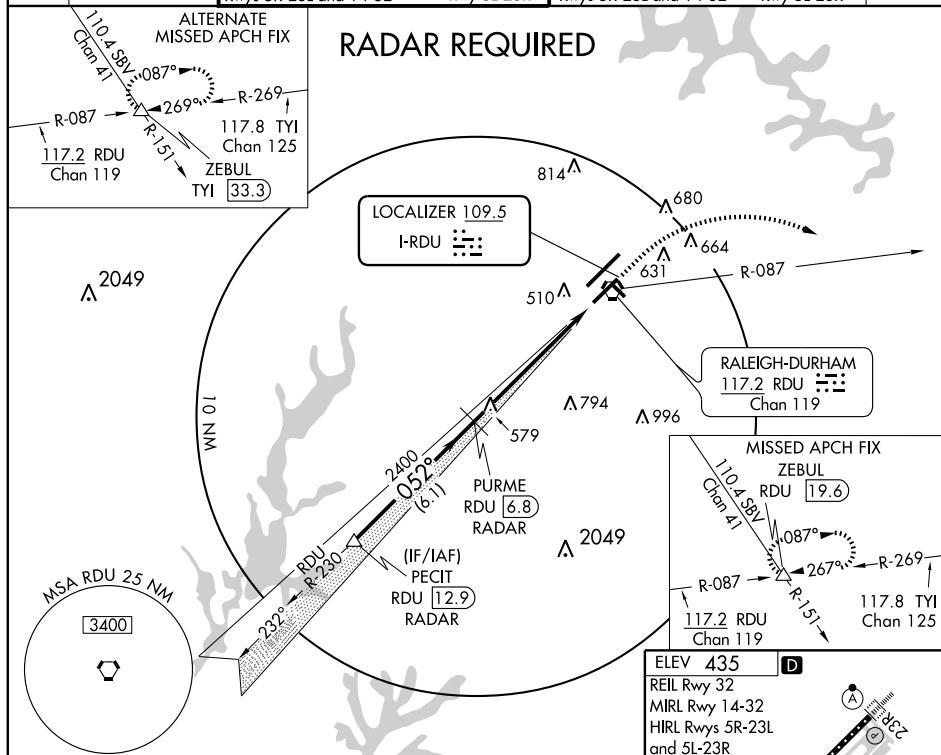
LOC I-RDU <u>109.5</u>	APP CRS 052°	Rwy Idg 7500 TDZE 420 Apt Elev 435
----------------------------------	------------------------	---

ILS or LOC RWY 5R

RALEIGH-DURHAM INTL (RDU)

 DME or Radar required. * RVR 1800 authorized with the use of FD or AP or HUD to DA.	 MALSR 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 via heading 130° and RDU VORTAC R-087 to ZEBUL INT/RDU 19.6 DME and hold.
--	--	---

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1
----------------------	---------------------------------------	--	--	---	--	--------------------------



RALEIGH/DURHAM, NORTH CAROLINA

Amdt 27 09351

35° 53'N-78° 47'W

RALEIGH-DURHAM INTL (RDU)

ILS or LOC RWY 5R

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

LOC I-LEI 108.5	APP CRS 232°	Rwy Idg 7500 TDZE 435 Apt Elev 435
---------------------------	------------------------	---

ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

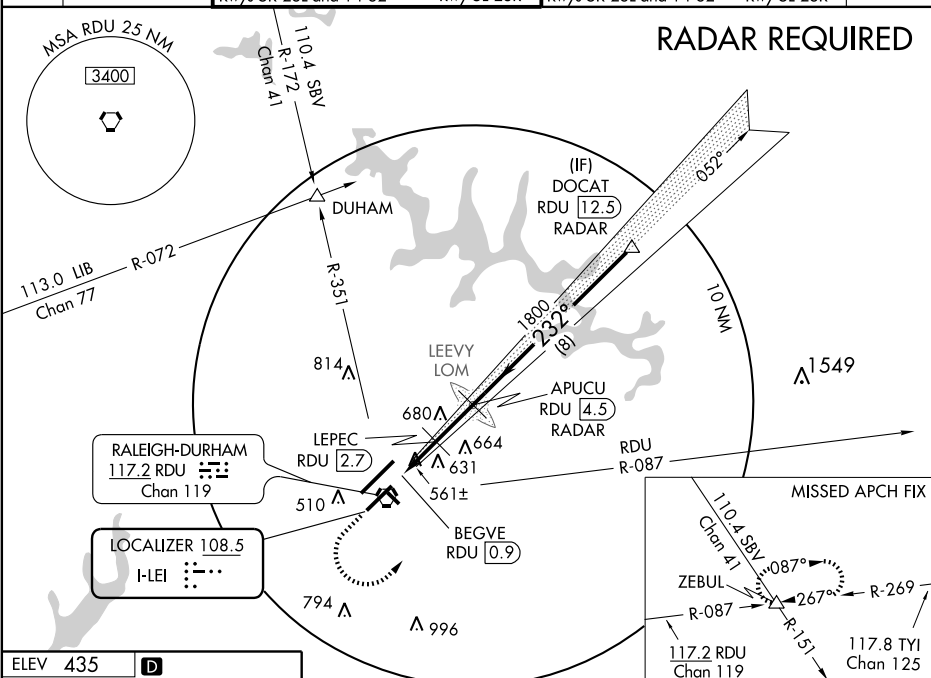


DME or Radar required.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 via heading 050° and RDU VORTAC R-087 to ZEBUL INT and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	RALEIGH TOWER		GND CON		CLNC DEL 120.1
		(EAST) 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

1000 ↑	2600 hdg 050°	RDU R-087 117.2	ZEBUL △	APUCU RDU 4.5 RADAR	Localizer unusable from 0.5 NM from threshold.	LOCAT RDU 12.5 RADAR
<p>*2000 when authorized by ATC.</p> <p>Diagram labels: 1200, 1800, 232°, 4000*, 0.5, 1.8 NM, 1.8 NM, 8 NM, BEGVLE RDU 0.9, LEPEC RDU 2.7, GS 3.00°, TCH 56.</p>						
CATEGORY	A		B		C	D
S-ILS 23L	647/18 212 (300-½)					
S-LOC 23L	1200/24 765 (800-½)	1200/40 765 (800-¾)	1200-1⅓ 765 (800-1¼)	1200-2 765 (800-2)		
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)		
LEPEC FIX MINIMUMS						
S-LOC 23L	820/24 385 (400-½)				820/40 385 (400-¾)	
CIRCLING	960-1 525 (600-1)	960-1½ 525 (600-1½)		1060-2 625 (700-2)		

RALEIGH/DURHAM, NORTH CAROLINA

Amdt 8 09351

RALEIGH-DURHAM INTL (RDU)

ILS or LOC RWY 23L

35°53'N - 78°47'W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

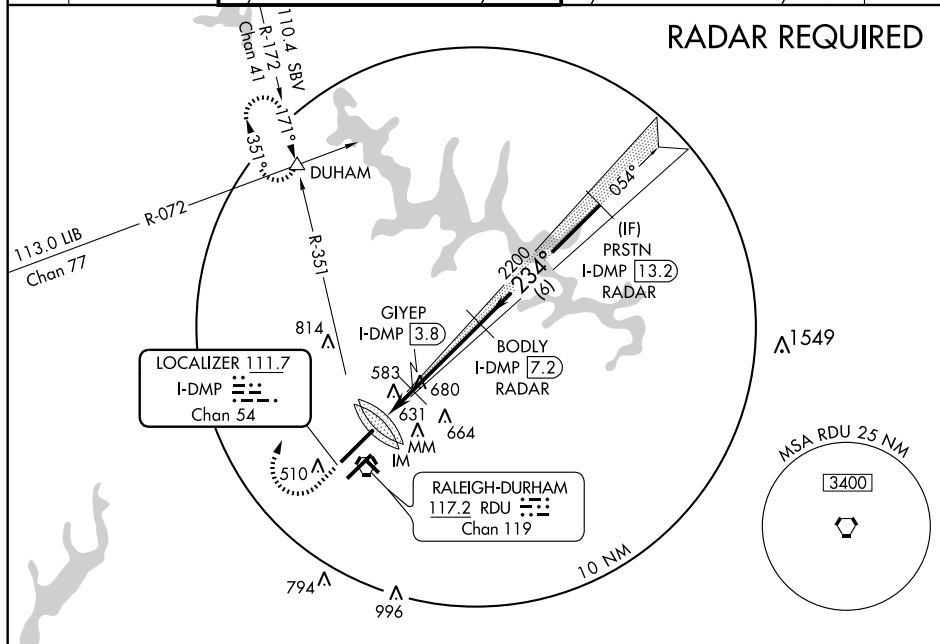
LOC/DME I-DMP 111.7 Chan 54	APP CRS 234°	Rwy Idg TDZE Apt Elev	10000 409 435
---	------------------------	-----------------------------	--

ILS or LOC RWY 23R

RALEIGH-DURHAM INTL (RDU)

<div><div></div><div></div></div> <div>DME or Radar required.</div>		<div>ALS-2</div> <div><div>A</div><div></div></div>	MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.		
ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER (WEST) 127.45 257.8 119.3 257.8 Rwys 5R-23L and 14-32 Rwy 5L-23R		(EAST) GND CON (WEST) 121.9 348.6 121.7 348.6 Rwys 5R-23L and 14-32 Rwy 5L-23R	CLNC DEL 120.1

RADAR REQUIRED



ELEV 435	D 234° 5.4 NM from FAF	1000	2100	hdg 030°	RDU R-351 117.2	DUHAM	BODLY I-DMP [7.2] RADAR	PRSTN I-DMP [13.2] RADAR
REIL Rwy 32	MIRL Rwy 14-32	HIRL Rwys 5R-23L and 5L-23R	TDZ/CL Rwys 23R, 23L and 5L	TDZE 409	2302	482±	660	513±
10 000 X 150	505	7500 X 150	3570 X 100	32	455±			
0.6% UP	0.4% UP							
5R-23L	5L-23R							
1000	2100	hdg 030°	RDU R-351 117.2	DUHAM	BODLY I-DMP [7.2] RADAR	PRSTN I-DMP [13.2] RADAR	**2200 when directed by ATC.	3000**
VGSI and ILS glidepath not coincident.								
*LOC only.								
0.1 0.3 0.9 0.7 3.4 NM 6 NM								
CATEGORY	A B C D							
S-ILS 23R	609/18 200 (200-½)							
S-LOC 23R	1160/24 751 (800-½)	1160/40 751 (800-¾)	1160-1¾ 751 (800-1¾)	1160-2 751 (800-2)				
CIRCLING	1160-1 725 (800-1)	1160-1¼ 725 (800-1¼)	1160-2¼ 725 (800-2¼)	1160-2½ 725 (800-2½)				
GIYEP FIX MINIMUMS								
S-LOC 23R	900/24	491 (500-½)	900/40 491 (500-¾)	900/50 491 (500-1)				
CIRCLING	960-1	525 (600-1)	960-1½ 525 (600-1½)	1060-2 625 (700-2)				

RALEIGH/DURHAM, NORTH CAROLINA

Amdt 11 09351

35°53'N - 78°47'W

RALEIGH-DURHAM INTL (RDU)

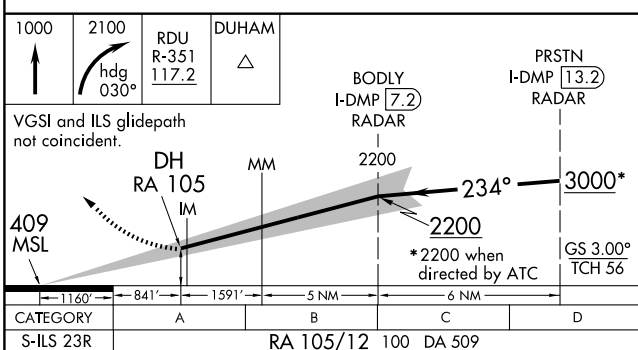
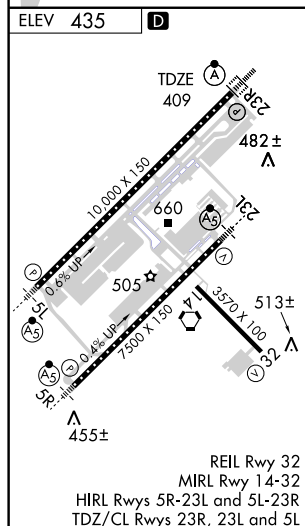
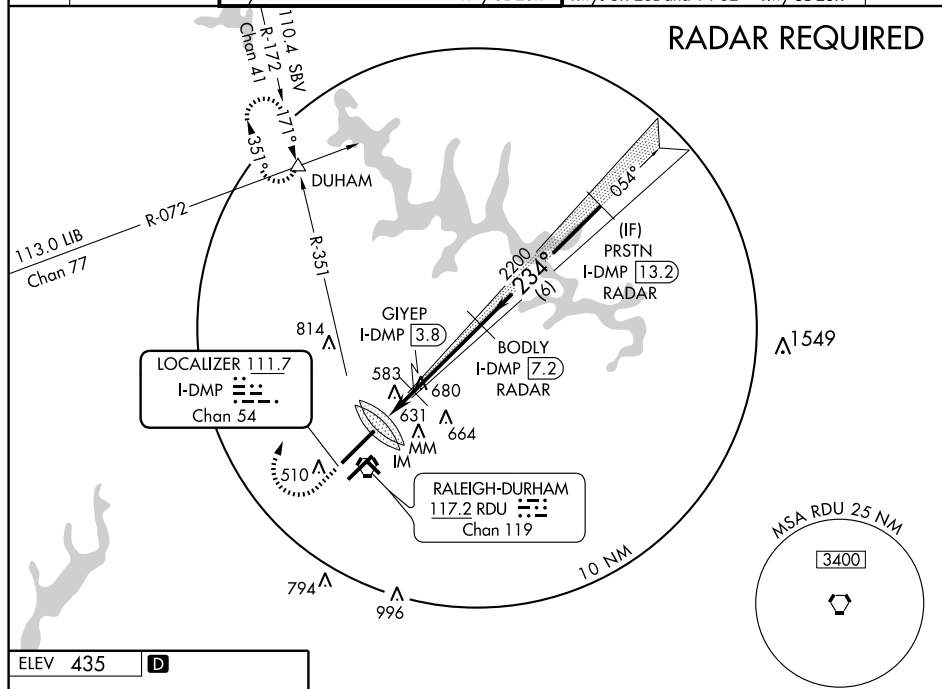
ILS or LOC RWY 23R

LOC/DME I-DMP 111.7 Chan 54	APP CRS 234°	Rwy Idg TDZE Apt Elev	10000 409 435
---	------------------------	-----------------------------	--

ILS RWY 23R (CAT II) RALEIGH-DURHAM INTL (RDU)

DME or Radar required.		ALSIF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.	
ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER (WEST) 127.45 257.8 Rwys 5R-23L and 14-32	(EAST) GND CON (WEST) 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R
		119.3 257.8 Rwy 5L-23R		
				CLNC DEL 120.1

RADAR REQUIRED



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

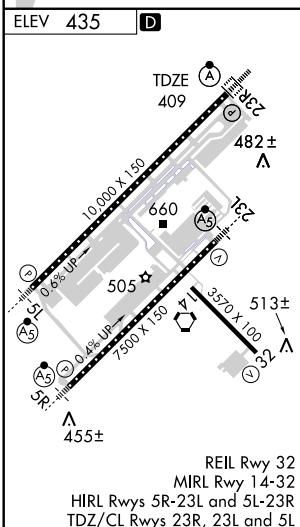
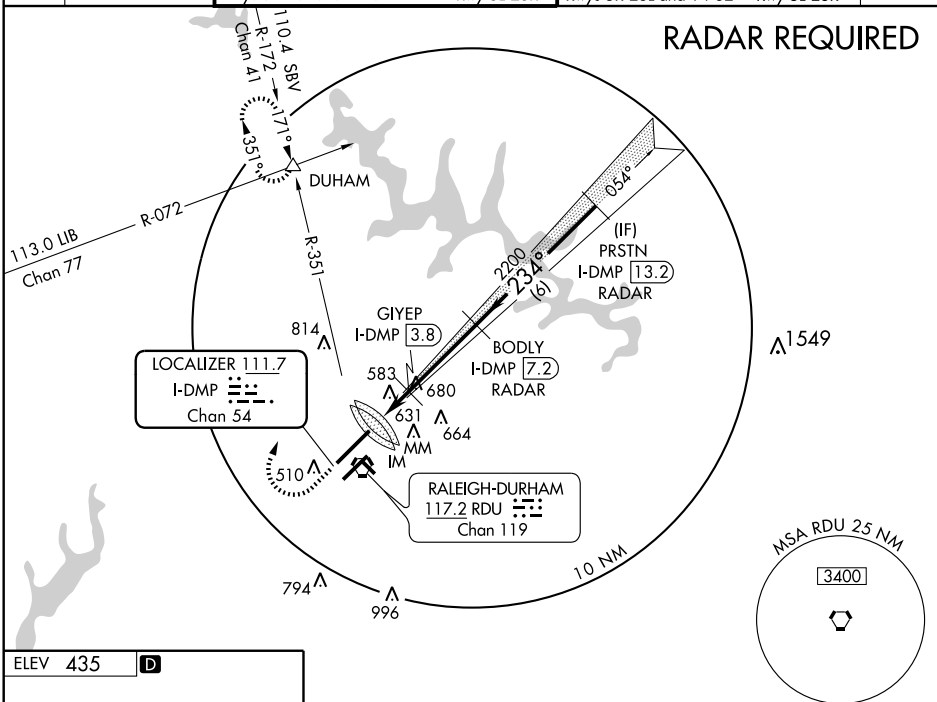
LOC/DME I-DMP 111.7 Chan 54	APP CRS 234°	Rwy Idg TDZE Apt Elev	10000 409 435
---	------------------------	-----------------------------	--

ILS RWY 23R (CAT III)

RALEIGH-DURHAM INTL (RDU)

	DME or Radar required.			MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.	
	ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER (WEST) 127.45 257.8 Rwys 5R-23L and 14-32 119.3 257.8 Rwy 5L-23R	(EAST) GND CON (WEST) 121.9 348.6 Rwys 5R-23L and 14-32 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1

RADAR REQUIRED



1000	2100	RDU R-351 117.2	DUHAM	BODY I-DMP 7.2	PRSTN I-DMP 13.2
VGS and ILS glidepath not coincident.		MM	591	2200	3000*
409 MSL		IM	510	2200	GS 3.00° TCH 56
1160'		877'	1555'	5 NM	6 NM
CATEGORY	A	B	C	D	
S-ILS 23R	CAT IIIa	RVR 07			
S-ILS 23R	CAT IIIb	RVR 06			
S-ILS 23R	CAT IIIc	NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOM LE	APP CRS	Rwy Idg	7500
350	232°	TDZE	435
		Apt Elev	435

NDB RWY 23L

RALEIGH-DURHAM INTL (RDU)

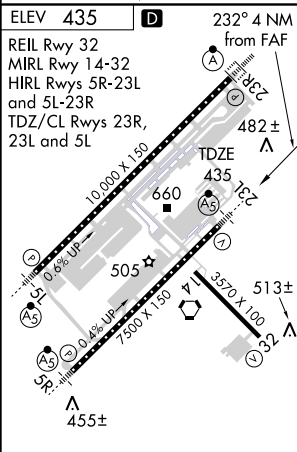
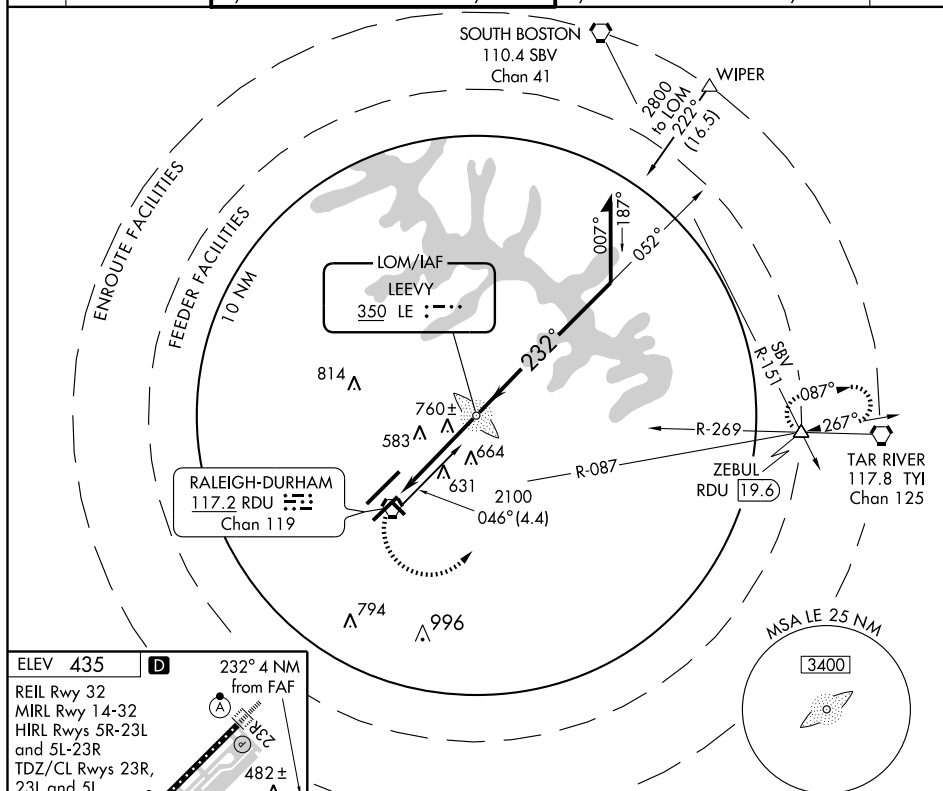


MALSR



MISSED APPROACH: Climbing left turn to 2600 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8	119.3 257.8	121.9 348.6	121.7 348.6	120.1
		Rwys 5R-23L and 14-32	Rwy 5L-23R	Rwys 5R-23L and 14-32	Rwy 5L-23R	



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RALEIGH/DURHAM, NORTH CAROLINA

Amdt 5 09351

RALEIGH-DURHAM INTL (RDU)

NDB RWY 23L

35° 53'N-78° 47'W

ATIS 123.8

CLNC DEL

120.1

RALEIGH DEP CON

132.35 256.9

ROANOKE
109.4 ROA
Chan 31
N37°20.61'-W80°04.23'
L-26, H-10-12

R-170

TAKE-OFF MINIMUMS:

Rwys 5L, 5R, 14, 23L, 23R, Standard

Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Turbojets only.

GREENSBORO
116.2 GSO
Chan 109

R-231

LIBERTY
113.0 LIB
Chan 77
N35°48.70'-W79°36.76'

3100

269°

(41)

R-088

V194-409

1800

1900

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'

3700

278°

(31)

AZELL

N35°51.40'

W80°14.20'

L-25-36, H-9-12

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

AZELL TRANSITION (PACK6.AZELL): From over RDU VORTAC via RDU R-269 and LIB R-088 to LIB VORTAC, then via LIB R-278 to AZELL INT.

ROANOKE TRANSITION (PACK6.ROA): From over RDU VORTAC via RDU R-269 and LIB R-088 to LIB VORTAC, then via LIB R-350 and ROA R-170 to ROA VORTAC.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

RALEIGH SEVEN DEPARTURE

ATIS 123.8
CLNC DEL
120.1

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'
L-36, H-10-12

NORTH DEPARTURE
132.35 256.9

SOUTH BOSTON
110.4 SBV
Chan 41
N36°40.50'-W79°00.87'
L-26-36, H-9-12

LAWRENCEVILLE
112.9 LVL
Chan 76
N36°49.08'
W77°54.18'
L-36

SOUTH DEPARTURE
125.3 353.675

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'-W79°58.58'
L-25-36, H-9-12

FRANKLIN
110.6 FKN
Chan 43
N36°42.85'-W77°00.74'
L-35-36, H-9-10-12

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
L-35-36, H-9-12

1800

1400

1900

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, use frequency depicted within sector for your route of flight after RDU.

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

FAYETTEVILLE
108.8 FAY
Chan 25
N34°59.13'-W78°52.50'
L-35-36

WILMINGTON
117.0 ILM
Chan 117
N34°21.10'-W77°52.46'
L-23-35, H-9-12

TAKE-OFF MINIMUMS:

Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RALEIGH SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

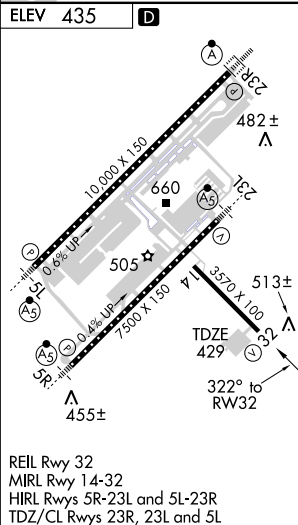
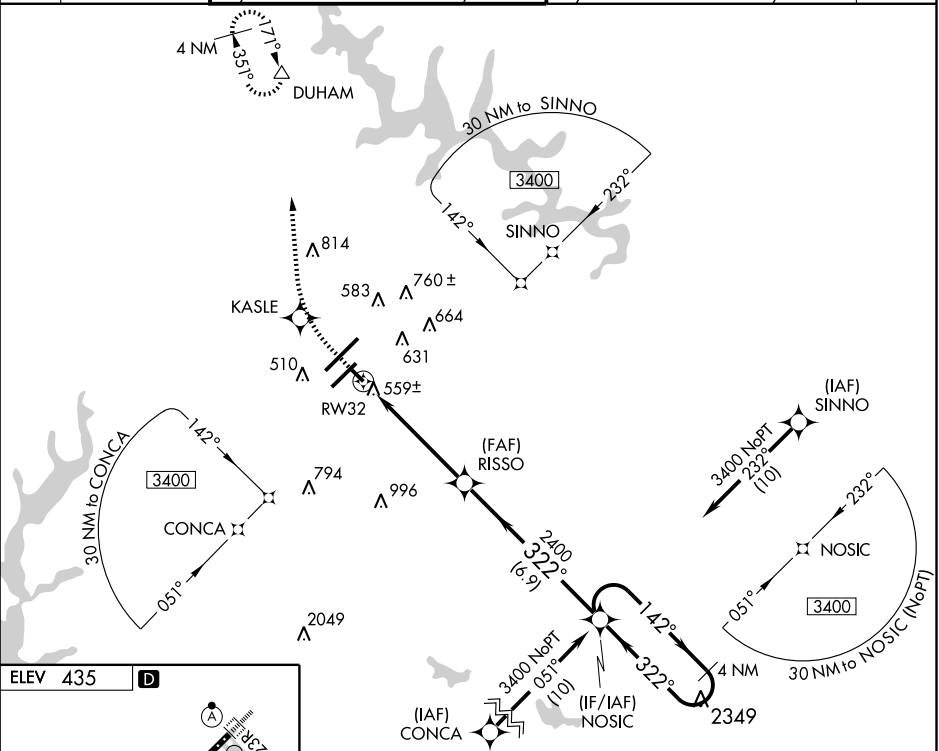
RNAV (GPS) RWY 32





RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Idg	3570
322°	TDZE	429
	Apt Elev	435

<p>V GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.</p> <p>A NA Baro-VNAV NA below -15°C (5°F).</p>	<p>MISSED APPROACH: Climb to 2100 via 322° course to KASLE WP, then right turn direct to DUHAM WP and hold.</p>
---	--

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON	(WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R
					120.1



2100 ↑ CRS 322°		KASLE 		DUHAM 	NOSIC 4 NM Holding Pattern	
* LNAV Only		* 1.3 NM to RW32		RISSO ✕	322° 142° 3400 ← 322°	GS 3.50° TCH 45 VGSI and descent angles not coincident.
		1.3 NM		3.9 NM	6.9 NM	
CATEGORY	A		B		C	D
GLS DA	NA					
LNAV/VNAV DA	820-1¼ 391 (400-1¼)					NA
LNAV MDA	1000-1 571 (600-1)				1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼ 565 (600-1¼)				1000-1¾ 565 (600-1¾)	NA

WAAS CH 48813 W05A	APP CRS 052°	Rwy Idg 10000 TDZE 385 Apt Elev 435
--	------------------------	--

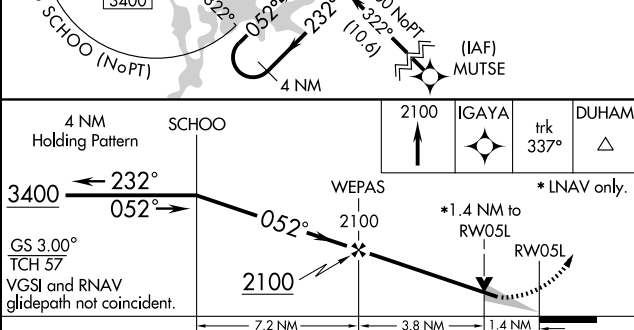
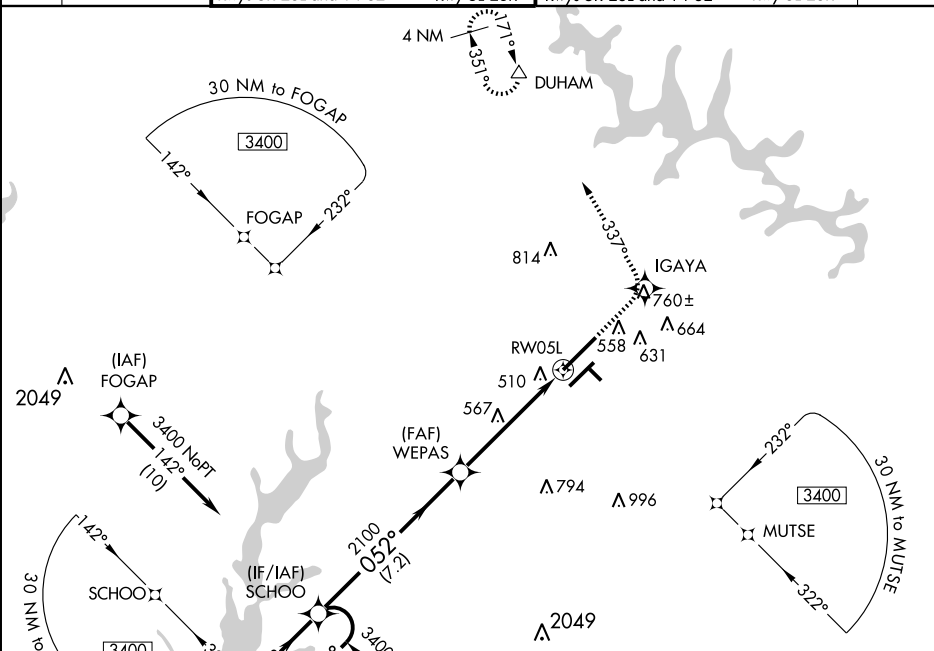
RNAV (GPS) Y RWY 5L RALEIGH-DURHAM INTL (RDU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
 -15°C (5°F) or above 48°C (118°F).
 DME/DME RNP-0.3 NA.

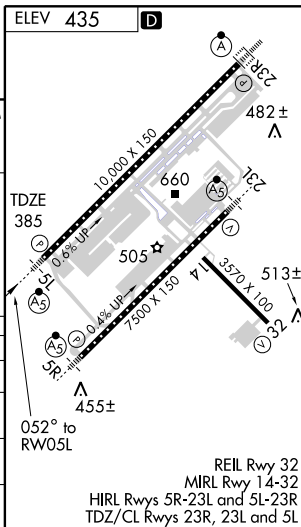


MISSED APPROACH: Climb to
 2100 direct IGAYA and via track
 337° to DUHAM and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	121.9 348.6 Rwys 5R-23L and 14-32	120.1 Rwy 5L-23R



CATEGORY	A	B	C	D
LPV DA	596/24	211 (200-½)		
LNAV/VNAV DA	793/50	408 (400-1)		
LNAV MDA	880/24	495 (500-½)	880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1	525 (600-1)	960-1½ 525 (600-1½)	1060-2 625 (700-2)



WAAS CH 90213 W05B	APP CRS 052°	Rwy Idg 7500 TDZE 420 Apt Elev 435
--	------------------------	---

RNAV (GPS) Y RWY 5R
RALEIGH-DURHAM INTL (RDU)

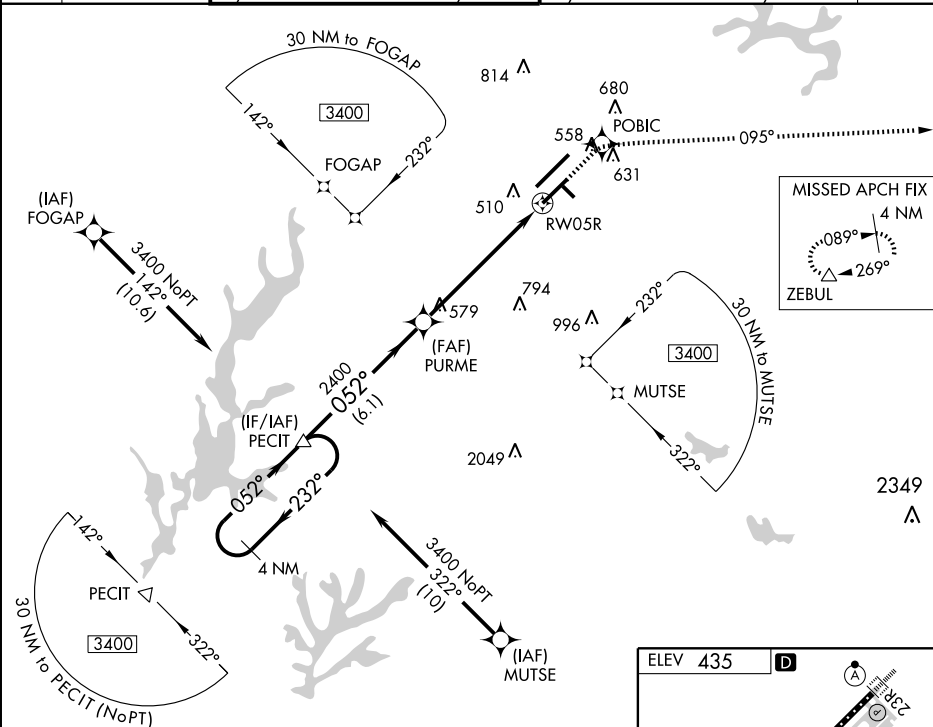
RALEIGH-DURHAM INTL (RDU)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

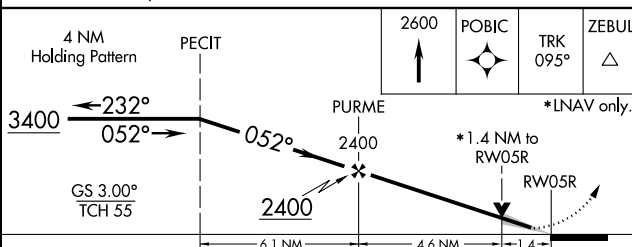
MALSR

MISSED APPROACH: Climb to 2600 direct POBIC and via track 095° to ZEBUL and hold.

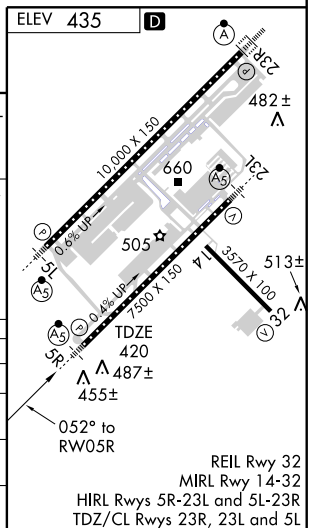
ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



SE-2. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A		B		C		D	
LPV DA	620/24 200 (200-½)							
LNAV/ VNAV DA	782/40 362 (400-¾)							
LNAV MDA	900/24	480 (500-½)	900/40 480 (500-¾)		900/50 480 (500-1)			
CIRCLING	960-1	525 (600-1)	960-1½ 525 (600-1½)		1060-2 625 (700-2)			



RALEIGH/DURHAM, NORTH CAROLINA

Amdt 1 10154

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

RNAV (GPS) Y RWY 5R

WAAS CH 65713 W23B	APP CRS 232°	Rwy Idg 7500 TDZE 435 Apt Elev 435
--	------------------------	---

RNAV (GPS) Y RWY 23L

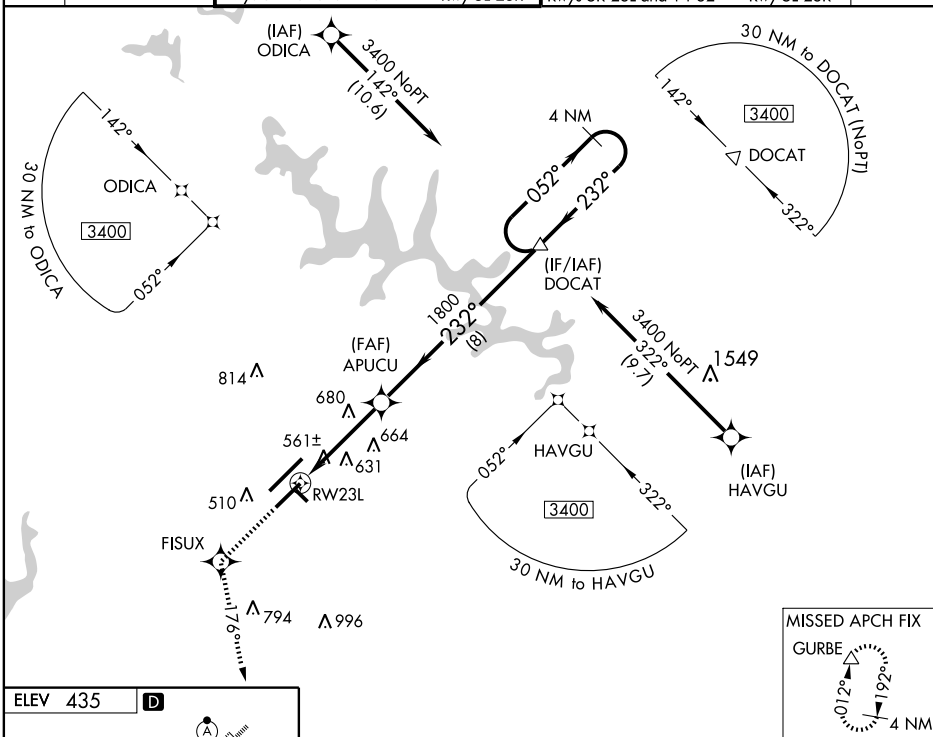
RALEIGH-DURHAM INTL (RDU)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MALSR

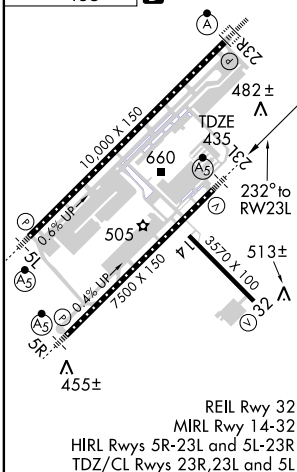
MISSED APPROACH: Climb to 3100 direct FISUX and left turn via track 176° to GURBE and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 1-4-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 1-4-32
				121.7 348.6 Rwy 5L-23R
				120.1



ELEV 435

D

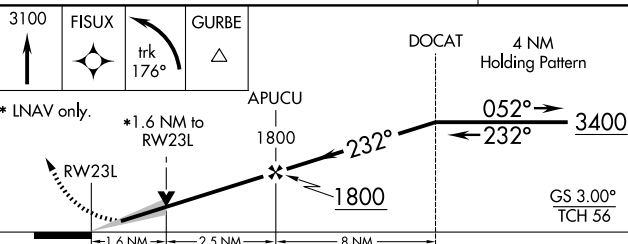


RFII Rwy 32

MIRL Rwy 14-32

HIRL Rwy 5R-23L and 5L-23R

TDZ/CL' Rwy's 23R, 23L and 5L



CATEGORY	A	B	C	D
LPV DA	635/24 200 (200-½)			
LNAV/ VNAV	841/50 406 (500-1)			
LNAV MDA	1000/24 565 (600-½)	1000/50 565 (600-1)	1000/60 565 (600-1¼)	
CIRCLING	1000-1 565 (600-1)	1000-1½ 565 (600-1½)	1060-2 625 (700-2)	

RALEIGH/DURHAM, NORTH CAROLINA

Amdt 1 09351

RALEIGH-DURHAM INTL (RDU)

35°53'N-78°47'W

RNAV (GPS) Y RWY 23L

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 45613 W23A	APP CRS 232°	Rwy Idg 10000 TDZE 409 Apt Elev 435
--	------------------------	--

RNAV (GPS) Y RWY 23R

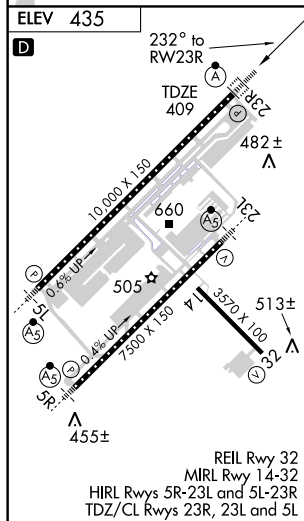
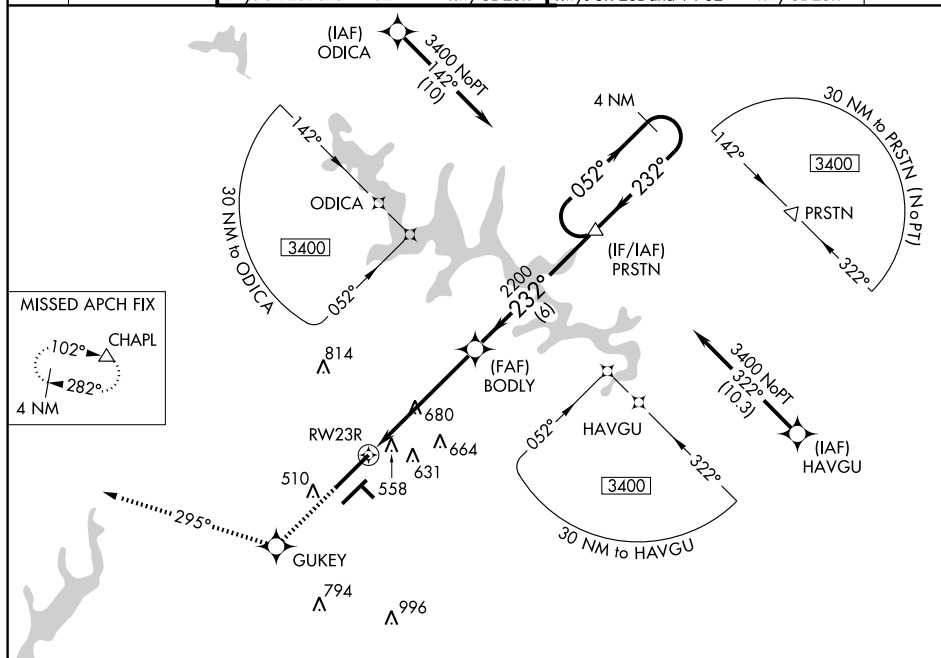
RALEIGH-DURHAM INTL (RDU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3100
direct GUKEY and right turn via
295° track to CHAPL and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	121.9 348.6 Rwys 5R-23L and 14-32	120.1
		119.3 257.8 Rwy 5L-23R	121.7 348.6 Rwy 5L-23R	



<div> <div>2049</div> <div> <div>3100</div> <div>GUKEY</div> <div>CHAPL</div> </div> <div> <div>295°</div> <div>trk</div> </div> <div> <div>VGSI and RNAV</div> <div>glidepath not coincident.</div> <div>PRSTN</div> </div> <div> <div>4 NM</div> <div>Holding Pattern</div> </div> </div>				
<div> <div>* LNAV only.</div> <div> <div>BODLY</div> <div>2200</div> </div> <div> <div>1.6</div> <div>3.8 NM</div> <div>6 NM</div> </div> <div> <div>232°</div> <div>052°</div> </div> <div> <div>3400</div> <div>3400</div> </div> <div> <div>GS 3.00°</div> <div>TCH 56</div> </div> </div>				
CATEGORY	A	B	C	D
LPV DA	609/24		200 (200-1/2)	
LNAV/VNAV DA	927/60		518 (500-1 1/4)	
LNAV MDA	1000/24		1000/50 591 (600-1)	1000/60 591 (600-1 1/4)
CIRCLING	1000-1		1000-1 1/2 565 (600-1 1/2)	1060-2 625 (700-2)

APP CRS 052°	Rwy Idg 10000 TDZE 385 Apt Elev 435
------------------------	--

RNAV (RNP) Z RWY 5L
RALEIGH-DURHAM INTL (RDU)

T GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALS, increase RNP 0.15 visibility to RVR 6000, RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 via track 052° to MAPPI and via track 002° to ESTMA and hold.

ATIS	RALEIGH APP CON
123.8	128.3 307.9


RALEIGH TOWER	
(EAST)	(WEST)
127.45 257.8	119.3 257.8
Rwys 5R-23L and 14-32	Rwy 5L-23R

(EAST)	GND CON	(WEST)
121.9 348.6		121.7 348.6
Rwys 5R-23L and 14-32		Rwy 5L-23R

CLNC DEL
120.1


Procedure NA for arrivals at BILLA via V454 northeast bound.

(IAF)
required)
NP 0.50)
BILLA



8000
174° (11.5)

(IAF)
(RF required)
(RNP 0.50)
ARGAL
8000
246°
(20)



MSA RW05L 25 NM
3400

A detailed diagram of the constellation Cygnus. The main body of the constellation is shown as a series of stars connected by curved lines. Key stars include:

- (IF) JOCHE**: Magnitude 680.
- (FAF) VANZI**: Magnitude 510.
- CIDEK**: Magnitude 1700.
- NAREW**: Magnitude 3700.
- SOSSO**: Magnitude 3700.
- LOFTI**: Magnitude 6000.
- STRO**: Magnitude 6000.
- UL**: Magnitude 6000.
- 70**: Magnitude 7000.


Other labels include:

- RW05L**: A star near JOCHE.
- Δ 664**, **Δ 631**, **Δ 794**, **Δ 996**: Stars along the upper arc.
- Δ 2049**: A star below CIDEK.
- Max 180 KIAS**: A label near SOSSO.
- 5000 232° (2.9)**, **4500 232° (1.6)**, **6000 222° (4.8)**, **6000 (4.3)**: Labels indicating distances or angles between stars.
- 052° (4)**: An angle measurement near VANZI.
- 680**, **510**, **452 ±**: Numerical values associated with specific stars.

The diagram also includes several small inset images of galaxies or nebulae, such as the one labeled "NGC 680" at the top left and another labeled "NGC 680" at the bottom right.

VGSI and RNAV alidepath not coincident.

Procedure
Turn
NA

1700 

3000
↑
trk 052°

MAPPI

trk 002°	ESTMA △
-------------	------------

GP 3.00°
TCH 57

CATEGORY	DESCRIPTION	DATE	AMOUNT	REMARKS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				
53				
54				
55				
56				
57				
58				
59				
60				
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				
76				
77				
78				
79				
80				
81				
82				
83				
84				
85				
86				
87				
88				
89				
90				
91				
92				
93				
94				
95				
96				
97				
98				
99				
100				

A	B	C
---	---	---

RNP 0.30 DA

804/50 419 (400-1)

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

ELEV 435	D
----------	---

RALEIGH/DURHAM, NORTH CAROLINA

Orig-A 09351

RAIFIGH-DURHAM INTL (RDU)

RNAV (RNP) Z RWY 5L

SE-2. 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7500
052°	TDZE	420
	Apt Elev	435

RNAV (RNP) Z RWY 5R

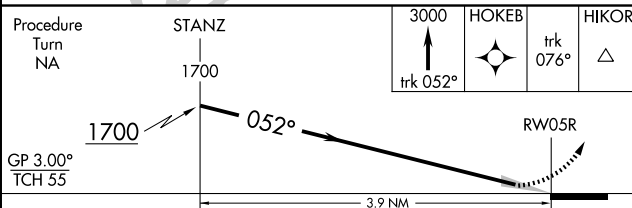
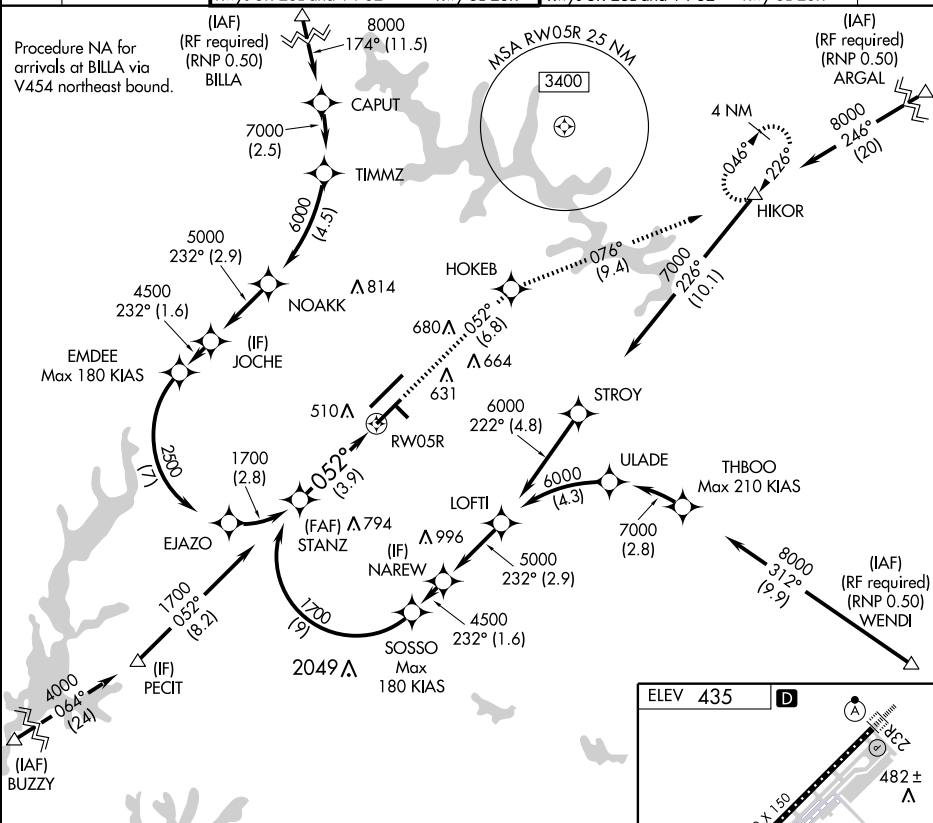
RALEIGH-DURHAM INTL (RDU)

▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALSRL, increase RNP 0.30 visibility to RVR 5000.



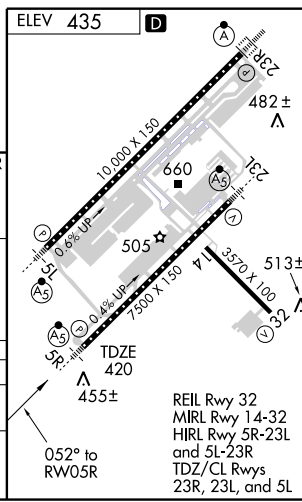
MISSED APPROACH: Climb to 3000 via track 052° to HOKEB and via track 076° to HIKOR and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	GND CON	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	(EAST) 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R



CATEGORY	A	B	C	D
RNP 0.30 DA	709/24 289 (300-1/2)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7500
232°	TDZE	435
	Apt Elev	435

RNAV (RNP) Z RWY 23L
RALEIGH-DURHAM INTL (RDU)



GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 46°C (116°F). Visibility reduction by helicopters NA. For inoperative MALS, increase RNP 0.15 all Cats visibility to RNP 0.000 and RNP 0.20 all Cats visibility to 1 1/2.

MALSR



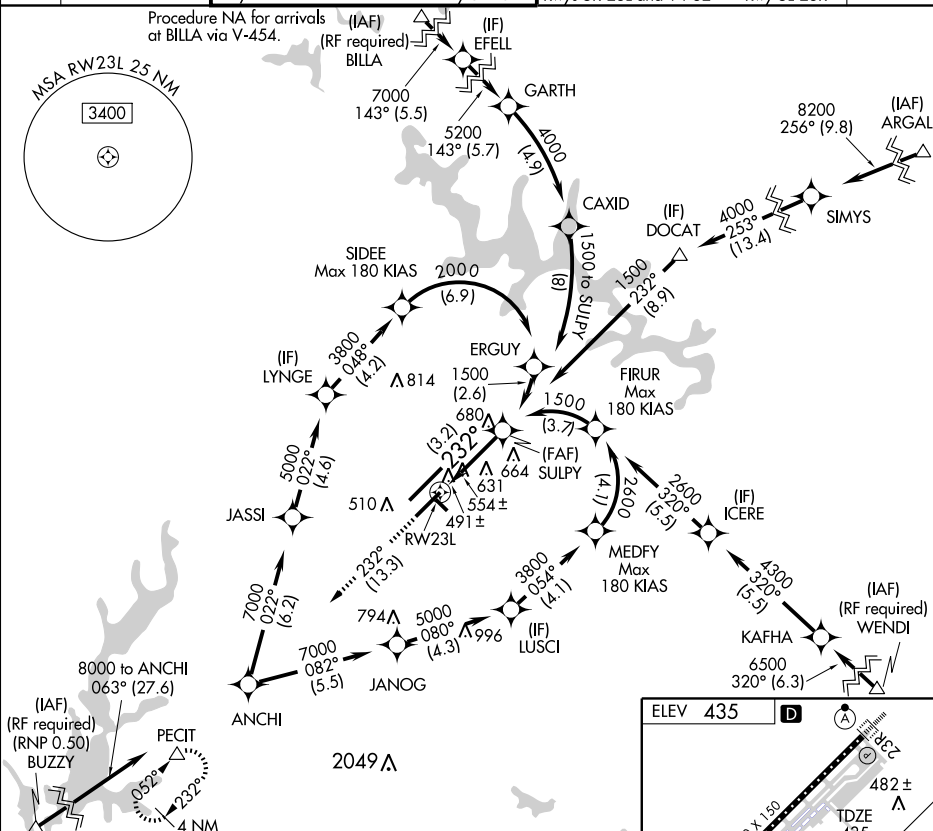
MISSED APPROACH: Climb to 3300 via track 232° to PECIT and hold.

ATIS	RALEIGH APP COM
123.8	128.3 307.9

(EAST) RALEIGH TOWER		(WEST)	
127.45	257.8	119.3	257.8

(EAST)		GND CON	(WEST)	
121.9	348.6		121.7	348.6

CLNC DEL
120.1



3300
↑
trk 232°

PECIT
△

VGS1 and RNAV glidepath not coincident.

RW23L

SULPY
1500

1500

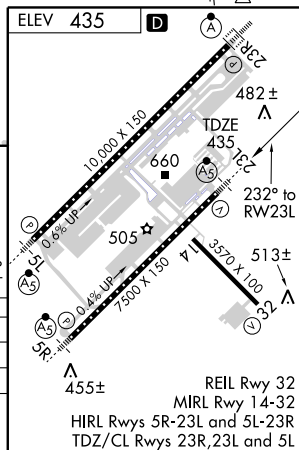
232°

Procedure Turn NA

GP 3.00%
TCH 56

CATEGORY	A	B	C	D
RNP 0.15 DA		780/40	345 (400-¾)	
RNP 0.30 DA		869/50	434 (500-1)	

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



RALEIGH/DURHAM, NORTH CAROLINA

Orig-A 09351

RALEIGH-DURHAM INTL (RDU)

35°53'N-78°47'W

RNAV (RNP) Z RWY 23L

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

RNAV (RNP) Z RWY 23R RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy ldg	10000
232°	TDZE	409
	Apt Elev	435

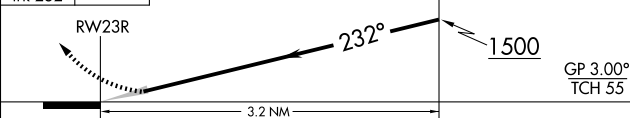
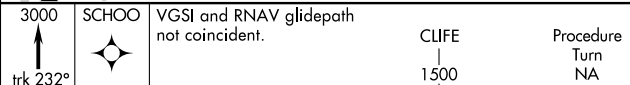
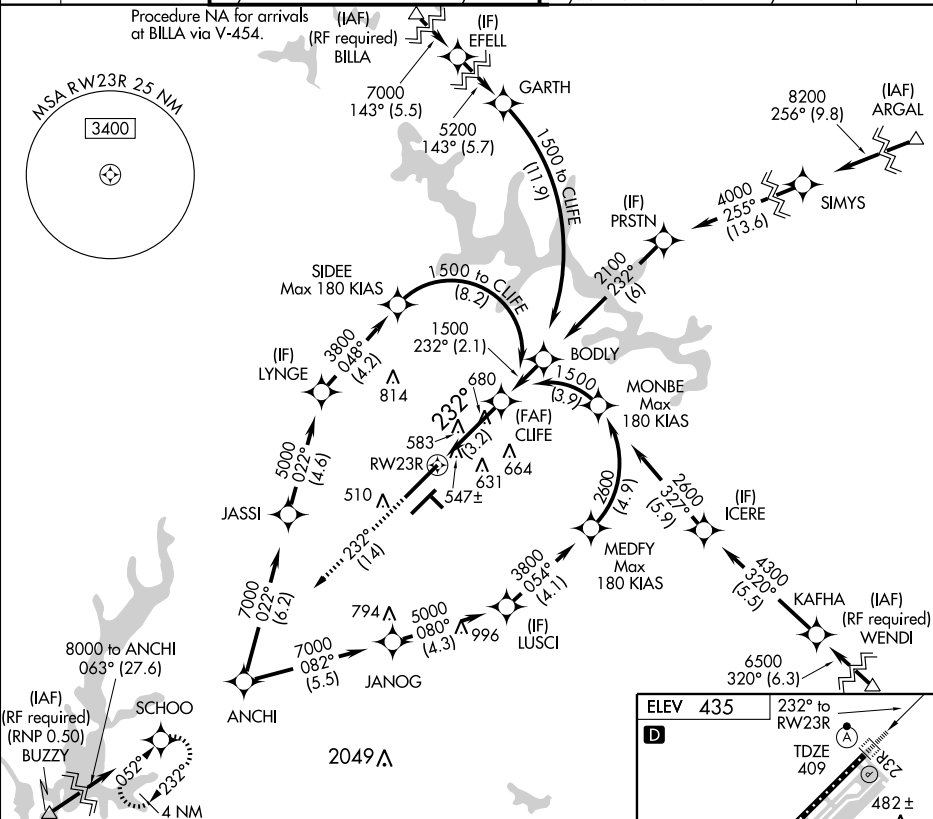
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 2.



MISSED APPROACH: Climb to 3000 via track 232° to SCHOO and hold.

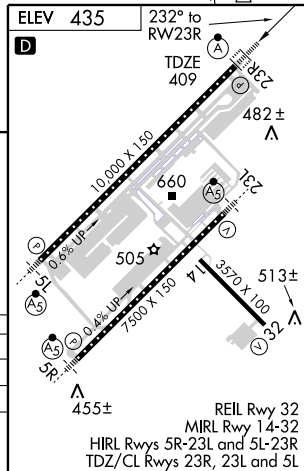
ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	GND CON	(WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R

Procedure NA for arrivals at BILLA via V-454.



CATEGORY	A	B	C	D
RNP 0.15 DA		780/40 371 (400-¾)		
RNP 0.30 DA		958/1½ 549 (600-1½)		

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



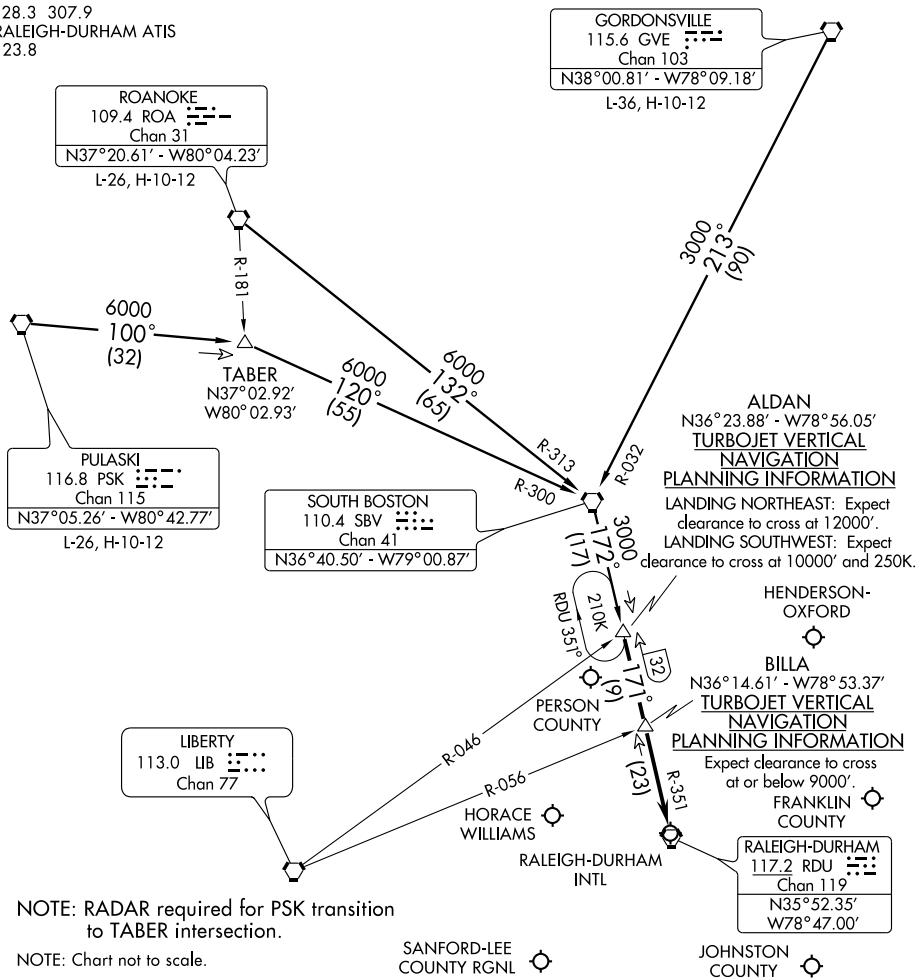
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

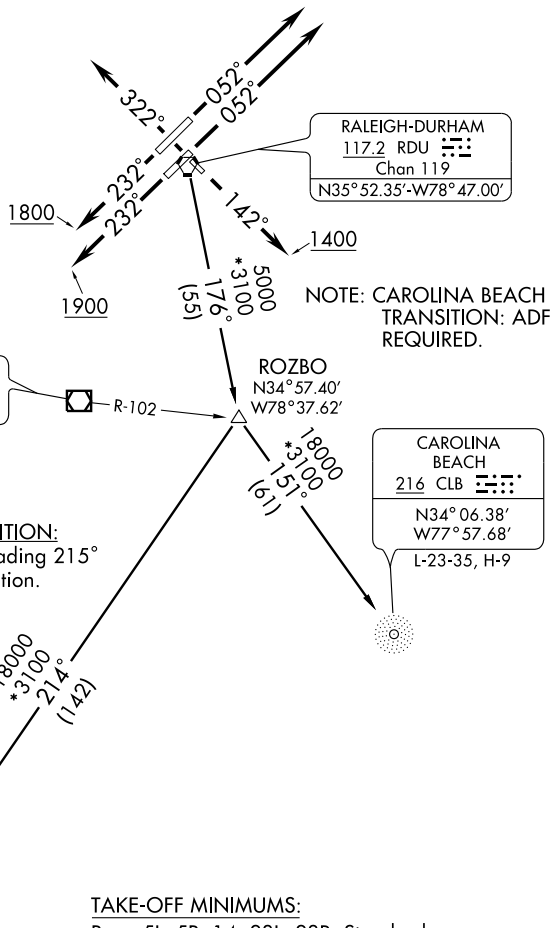
PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.
For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 353.675



NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

CAROLINA BEACH TRANSITION (TARL7.CLB): From over RDU VORTAC via RDU R-176 and CLB 151° bearing to CLB NDB.

CHARLESTON TRANSITION (TARL7.CHS): From over RDU VORTAC via RDU R-176 and CHS R-034 to CHS VORTAC.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

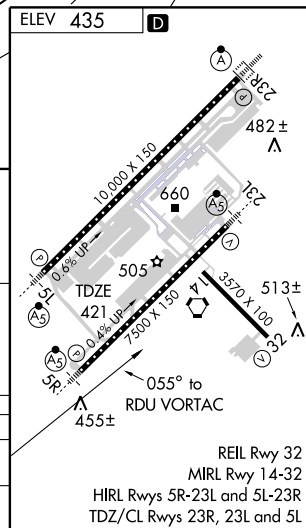
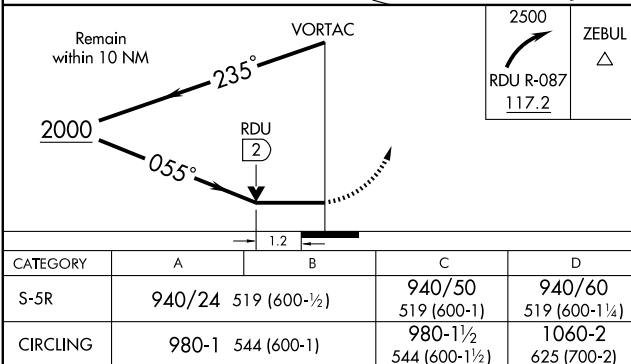
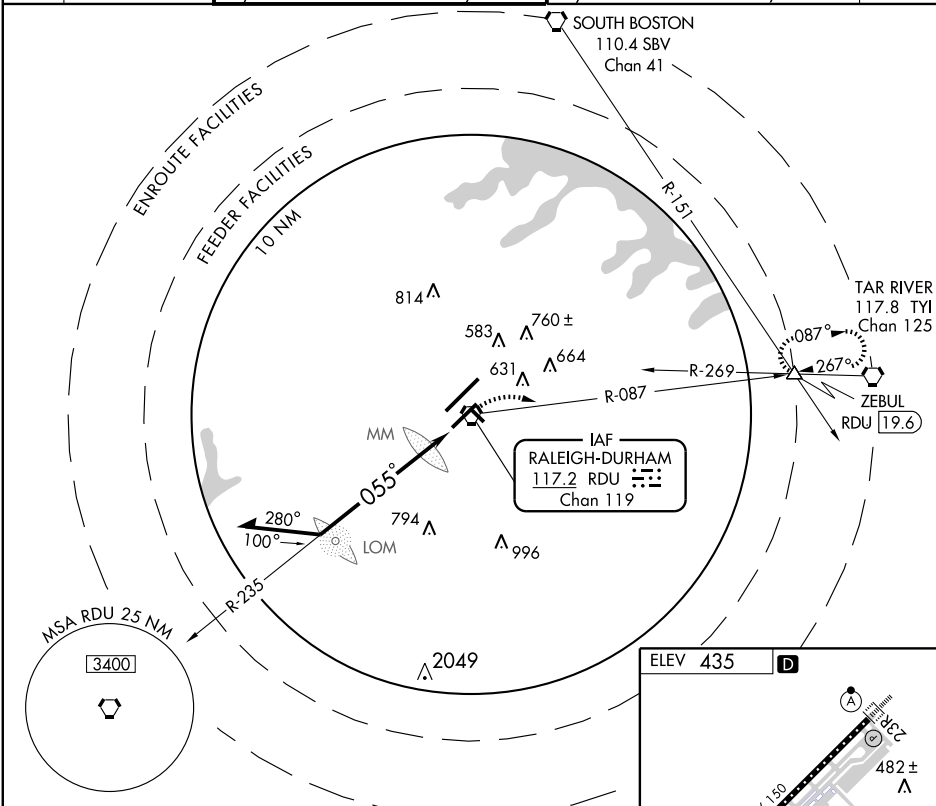
NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

VORTAC RDU 117.2 Chan 119	APP CRS 055°	Rwy Idg TDZE Apt Elev	7500 421 435
---	------------------------	-----------------------------	---

VOR RWY 5R

RALEIGH-DURHAM INTL (RDU)

V		MALSR 	MISSED APPROACH: Climbing right turn to 2500 via RDU R-087 to ZEBUL Int and hold.			
ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1



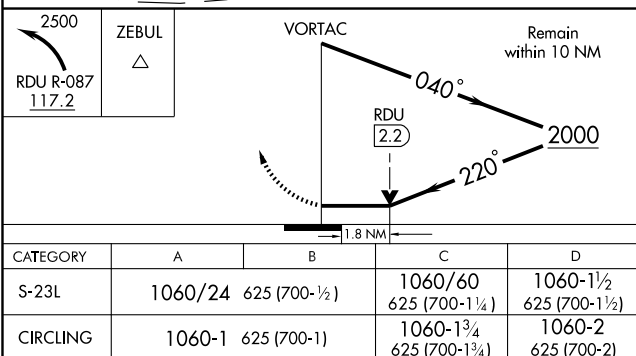
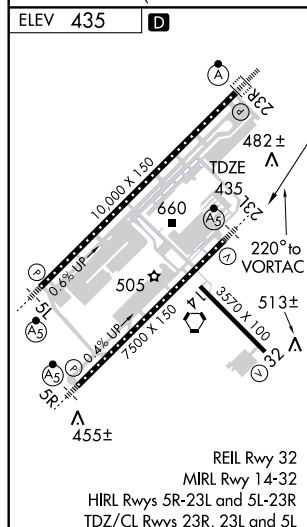
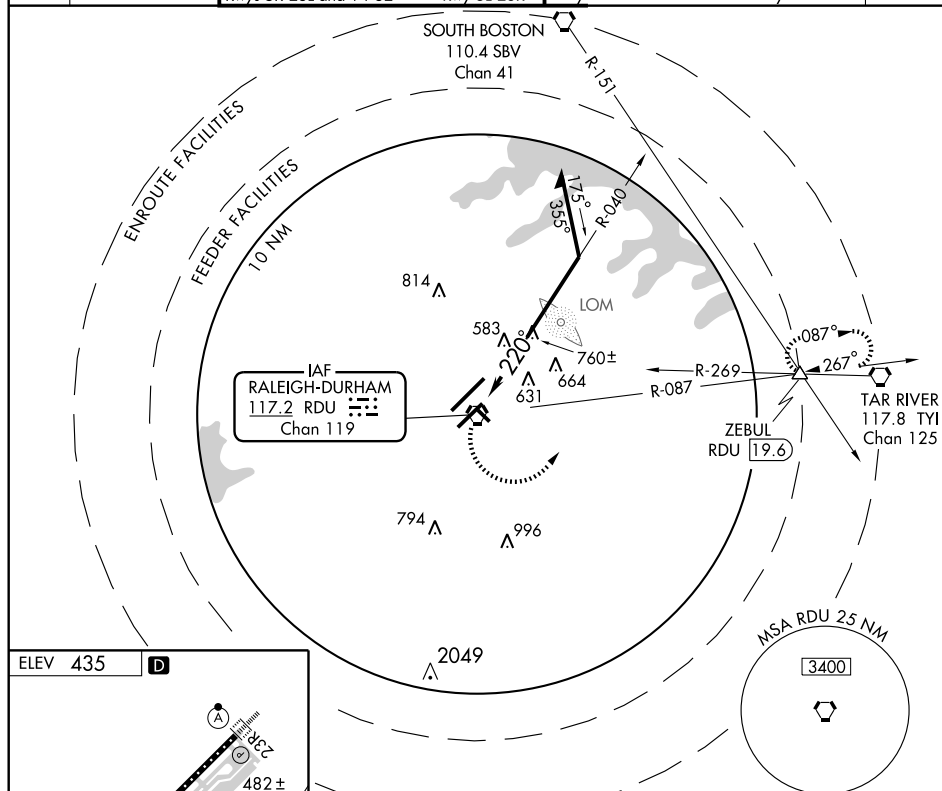
VORTAC RDU <u>117.2</u> Chan 119	APP CRS 220°	Rwy Idg 7500 TDZE 435 Apt Elev 435
--	------------------------	---

VOR RWY 23L
RALEIGH-DURHAM INTL (RDU)



MISSED APPROACH: Climbing left turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1
----------------------	---------------------------------------	--	--	---	--	--------------------------



RALEIGH/DURHAM, NORTH CAROLINA

Amdt 14D 09351

RALEIGH-DURHAM INTL (RDU)

VOR RWY 23L

35° 53'N-78° 47'W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

VORTAC RDU 117.2 Chan 119	APP CRS 312°	Rwy Idg TDZE Apt Elev	3570 429 435
---	------------------------	-----------------------------	---

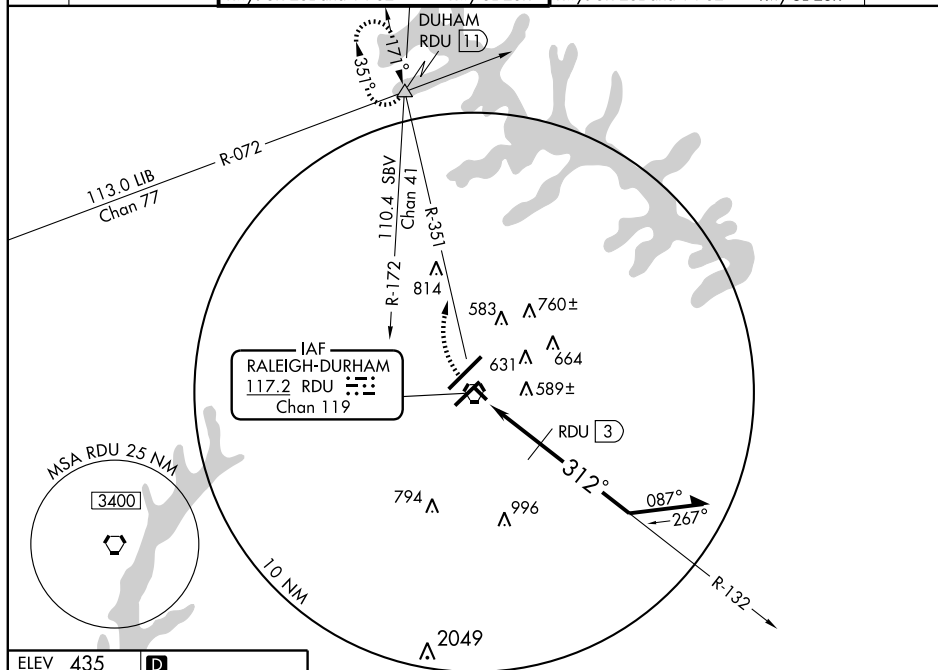
VOR RWY 32

RALEIGH-DURHAM INTL (RDU)

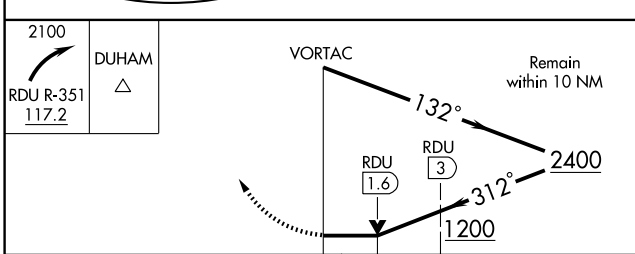
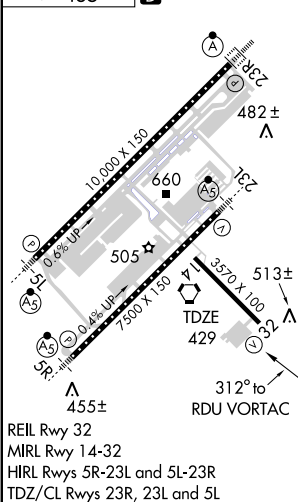


MISSED APPROACH: Climbing right turn to 2100 via RDU R-351 to DUHAM Int and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	121.9 348.6 Rwys 5R-23L and 14-32	120.1
		119.3 257.8 Rwy 5L-23R	121.7 348.6 Rwy 5L-23R	



ELEV 435	D
----------	----------



REIDSVILLE

ROCKINGHAM CO NC SHILOH (SIF) 8 NW UTC-5(-4DT) N36°26.23' W79°51.06'

CINCINNATI

694 B S4 FUEL 100LL, JET A1+ OX 2,3 NOTAM FILE SIF

H-9B, 12G, L-26J, 36F

RWY 13-31: H5199X100 (ASPH) S-12.5, D-24 MIRL 0.5% up NW

IAP

RWY 13: PAPI(P2L)—GA 4.0° TCH 42'. Thld splcd 200'. Ground.

RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 41'. Ground.

AIRPORT REMARKS: Attended 1300-2300Z±. Arpt unattended Christmas, New Years and Thanksgiving Day. Fuel avbl 24 hrs self svc. Deer on and invof arpt. 120 ft trees 1800 ft from Rwy 13 thld. ACTIVATE MIRL Rwy 13-31; PAPI Rwy 31 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (336) 573-3677.

COMMUNICATIONS: CTAF/UNICOM 122.8

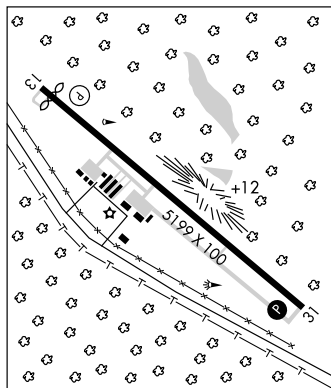
® **GREENSBORO APP/DEP CON** 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 018° 24.2 NM to fld. 879/03W. HIWAS.

SLAMMER NDB (MHW) 423 SIF N36°22.90' W79°45.77' 315°
5.4 NM to fld. NOTAM FILE RDU.



WARF (6A5) 3 SW UTC-5(-4DT) N36°19.01' W79°42.49'

CINCINNATI

820 NOTAM FILE RDU

RWY 17-35: 2550X150 (CONC-TURF) S-8 LIRL (NSTD)

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. For LIRL Rwy 17-35 call 336-349-2195. Rwy 17-35 NSTD LIRL, no thld lights on north end. Only south 2375' of rwy lighted. Most edge lights OTS indef. Rwy 17-35 concrete portion 900X18 at North end. Rwy 35 has uphill grade. Rwy 35 has more than 50' dropoff/downslope 35' from thld both sides.

COMMUNICATIONS: CTAF 122.9

RICHMOND CO (See ROCKINGHAM)

ROANOKE RAPIDS

HALIFAX-NORTHAMPTON RGNL (IXA) 8 S UTC-5(-4DT) N36°19.79' W77°38.11'

WASHINGTON

145 B FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9C, 12H, L-35C, 36G

RWY 02-20: H5500X100 (ASPH) S-45, D-65 HIRL

IAP

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z±, Sun 1700-2200Z±. 24 hrs self svc with credit card. For svc after hrs contact 252-673-2793. CLOSED New Years Day, Easter, Jul 4th, Thanksgiving, Christmas. Birds on and invof arpt. PAEW on and invof arpt for parallel twy construction. 24 hrs access to pilots lounge, etc 252-673-2793 for code. ACTIVATE HIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 119.975 (252)583-3446.

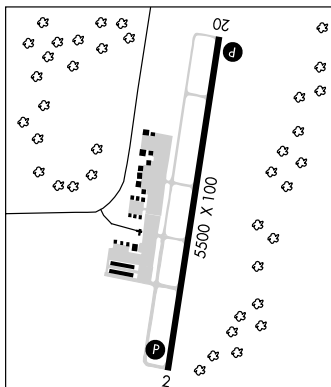
COMMUNICATIONS: CTAF/UNICOM 123.075

WASHINGTON CENTER APP/DEP CON 132.02

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 014° 21.4 NM to fld. 70/50W.



ROBESON N34°36.81' W79°03.59' NOTAM FILE LBT.

CHARLOTTE

NDB (MHW) 359 RSY at Lumberton Muni. NDB unmonitored 0100-1300Z± Mon-Fri, 0000-1500Z± L-24J, 35A, 36B.

Fri-Sat. 0000-1300Z± Sun-Mon.

NDB SIF	APP CRS	Rwy Idg	5199
<u>423</u>	315°	TDZE	668
		Apt Elev	694

NDB RWY 31

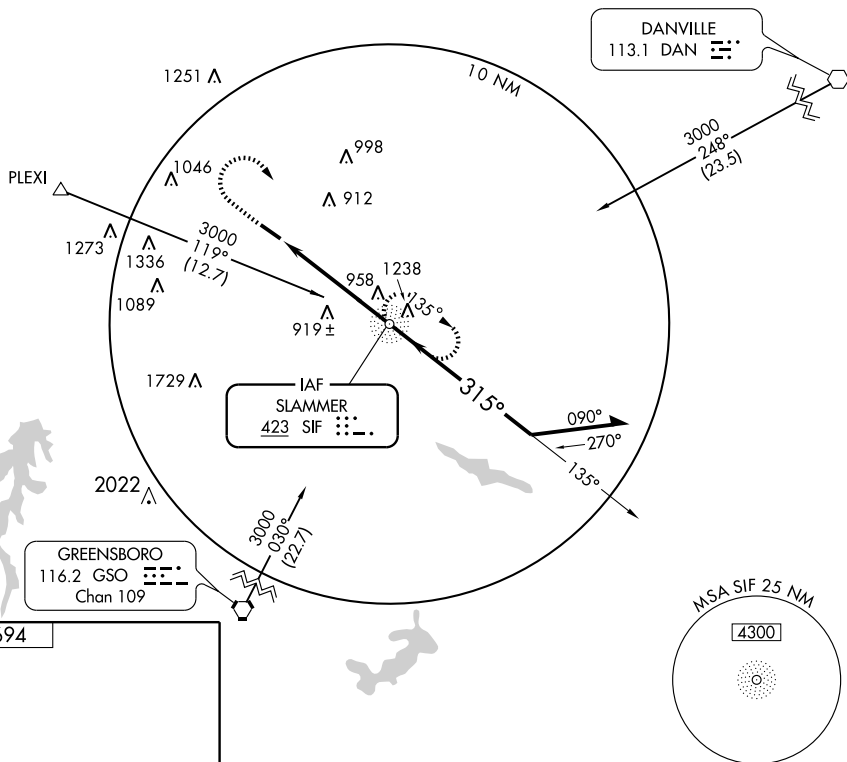
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

T Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase S-31 Cats C and D and Circling Cats C and D visibility $\frac{1}{4}$ mile.

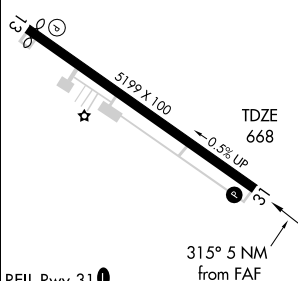
MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct SIF NDB and hold.

AWOS-3
119.775

GREENSBORO APP CON
124.35 269.225

UNICOM
122.8 (CTAF) **L**

ELEV 694



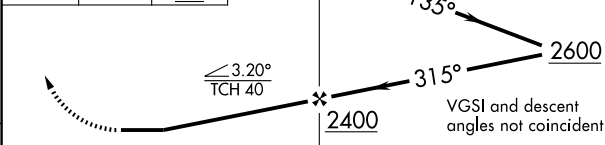
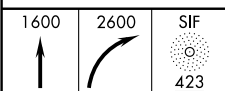
REIL Rwy 31 **L**
HIRL Rwy 13-31 **L**


FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

REIDSVILLE, NORTH CAROLINA

Amdt 5 22OCT09



				
CATEGORY	A	B	C	D
S-31	1220-1	552 (600-1)	1220-1½ 552 (600-1½)	1220-1¾ 552 (600-1¾)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIDSVILLE/ROCKINGHAM COUNTY NC SHILOH (SIF)

36° 26'N-79° 51'W

NDB RWY 31

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

APP CRS **132°**
Rwy ldg **4999**
TDZE **691**
Apt Elev **694**

RNAV (GPS) RWY 13

REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF')

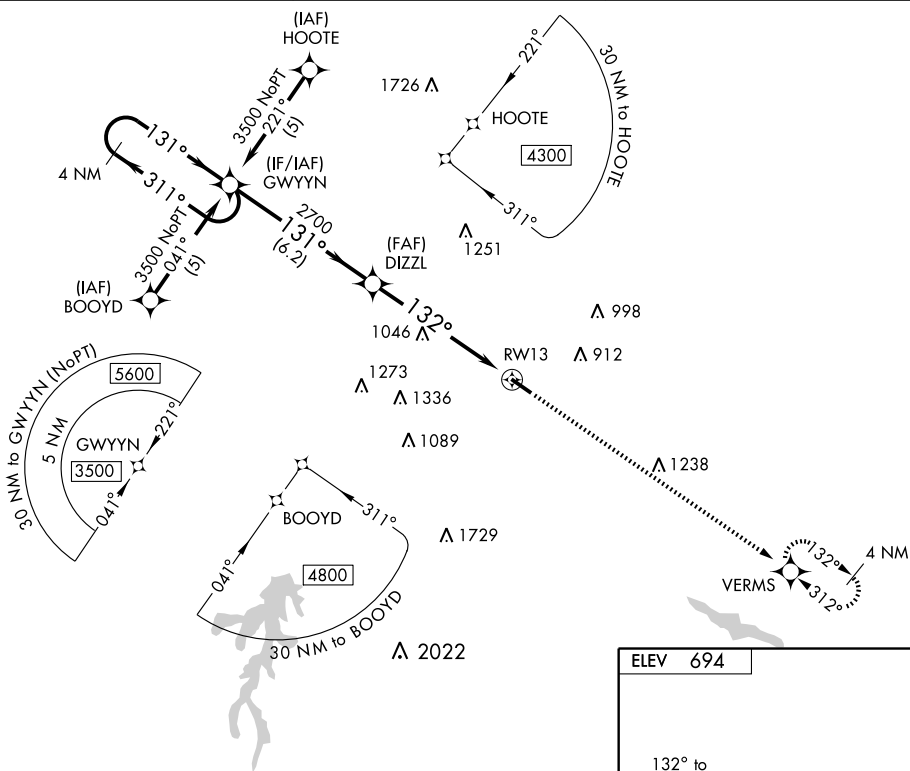
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 3600 direct VERMS and hold.

AWOS-3
119.775

GREENSBORO APP CON
124.35 269.225

UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern

3500
← 311°
→ 131°

VGSI and descent
angles not coincident.

GWYNN

DIZZL

2700

132°

3600

↑

VERMS

★

3.06°

TCH 33

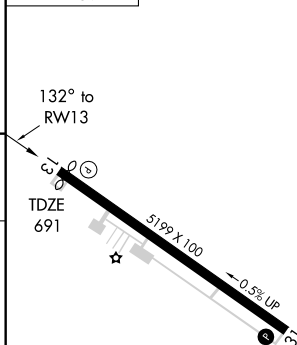
RW13

6.2 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1300-1	609 (700-1)	1300-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	1300-2 609 (700-2)
CIRCLING	1300-1	606 (700-1)	1320-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	1320-2 626 (700-2)

ELEV 694



APP CRS **312°**
 Rwy ldg **5199**
 TDZE **668**
 Apt Elev **694**

RNAV (GPS) RWY 31

REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

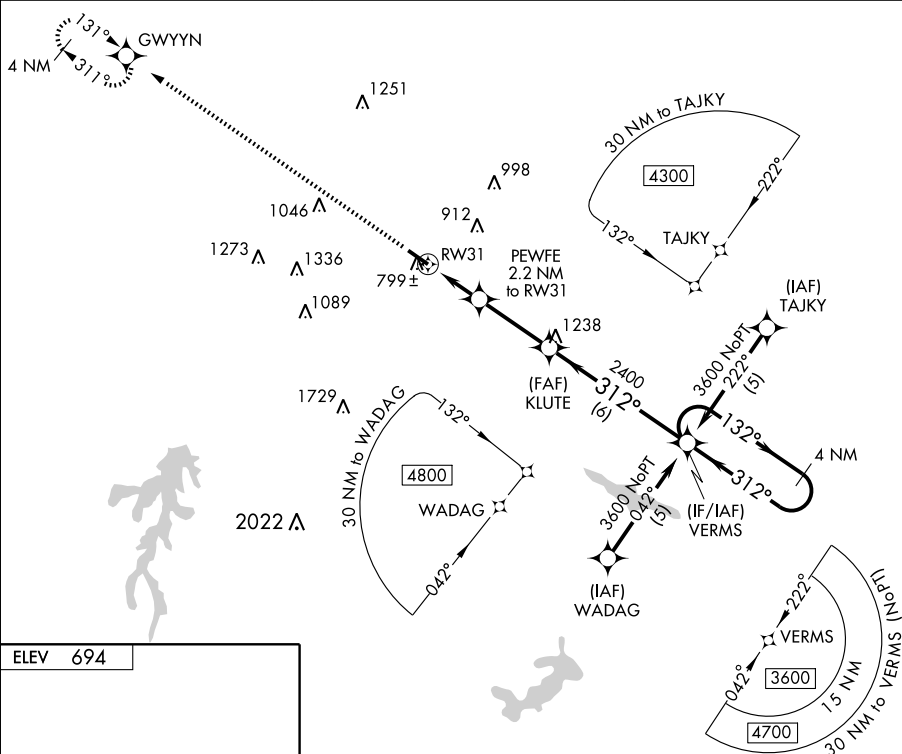
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct GWYNN and hold.

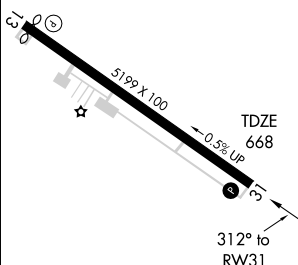
AWOS-3
119.775

GREENSBORO APP CON
124.35 269.225

UNICOM
122.8 (CTAF) ①



ELEV **694**



REIL Rwy 31 ①
 HIRL Rwy 13-31 ①

REIDSVILLE, NORTH CAROLINA
 Orig 22OCT09

3500 GWYNN			
CATEGORY	A	B	C
LNAV MDA	1060-1 392 (400-1)		
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)
			1320-2 626 (700-2)

REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

36° 26'N-79° 51'W

RNAV (GPS) RWY 31

VORTAC GSO 116.2 Chan 109	APP CRS 018°	Rwy Idg TDZE Apt Elev	N/A N/A 694
---	------------------------	-----------------------------	--

VOR/DME-A
REIDSVILLE/ROCKINGHAM COUNTY NC SHILOH (SIF)

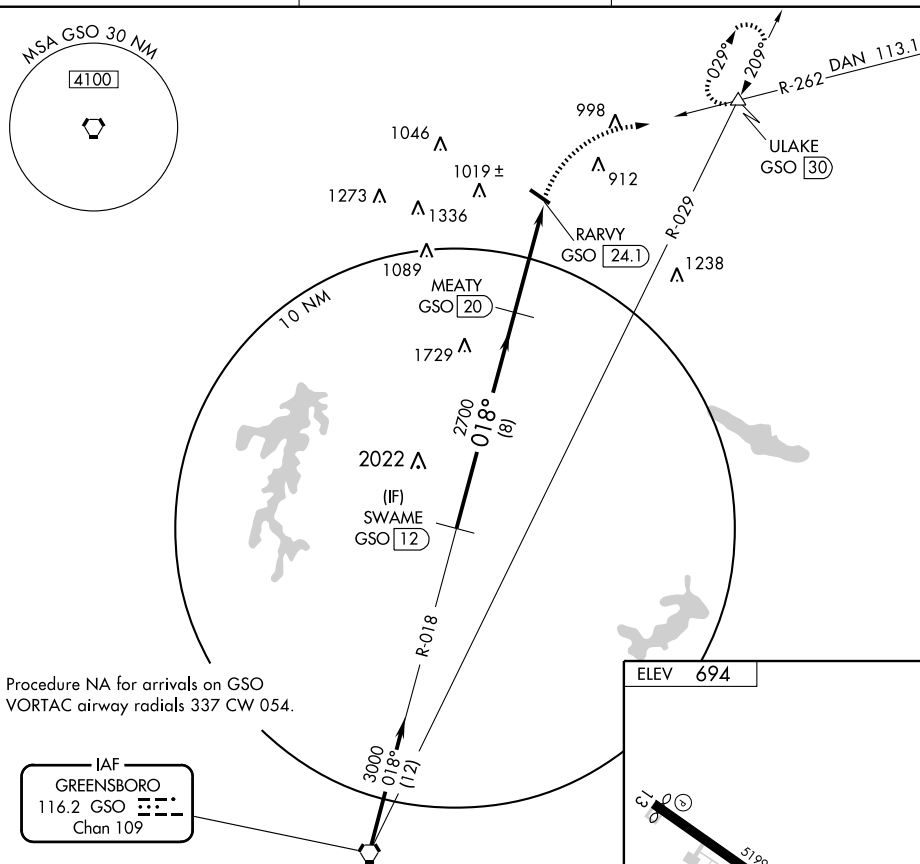
T Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase MDA 100 feet and increase Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3100 via DAN VOR R-262 to ULAKE/GSO 30 DME and hold.

AWOS-3
119.775



GREENSBORO APP CON
124.35 269.225

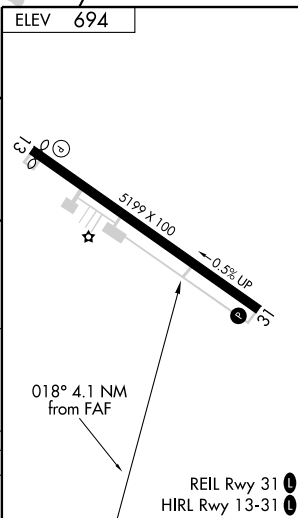
UNICOM
122.8 (CTAF) **L**



Procedure NA for arrivals on GSO
VORTAC airway radials 337 CW 054.

ELEV 694

3100 	DAN R-262 113.1	ULAKE GSO 30
<div> <div>RARVY GSO 24.1</div> <div></div> </div>		



CATEGORY	A	B	C	D
CIRCLING	1400-1 706 (800-1)	1400-1¼ 706 (800-1¼)	1400-2 706 (800-2)	1400-2¼ 706 (800-2¼)

REIDSVILLE, NORTH CAROLINA
Amdt 9A 19NOV09

REIDSVILLE/ROCKINGHAM COUNTY NC SHILOH (SIF)
36° 26'N-79° 51'W VOR/DME-A

SE-2. 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

REIDSVILLE

ROCKINGHAM CO NC SHILOH (SIF) 8 NW UTC-5(-4DT) N36°26.23' W79°51.06'

CINCINNATI

694 B S4 FUEL 100LL, JET A1+ OX 2,3 NOTAM FILE SIF

H-9B, 12G, L-26J, 36F

RWY 13-31: H5199X100 (ASPH) S-12.5, D-24 MIRL 0.5% up NW

IAP

RWY 13: PAPI(P2L)—GA 4.0° TCH 42'. Thld splcd 200'. Ground.

RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 41'. Ground.

AIRPORT REMARKS: Attended 1300-2300Z±. Arpt unattended Christmas, New Years and Thanksgiving Day. Fuel avbl 24 hrs self svc. Deer on and invof arpt. 120 ft trees 1800 ft from Rwy 13 thld. ACTIVATE MIRL Rwy 13-31; PAPI Rwy 31 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (336) 573-3677.

COMMUNICATIONS: CTAF/UNICOM 122.8

® GREENSBORO APP/DEP CON 124.35

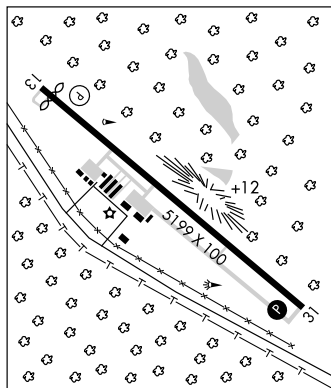
RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 018° 24.2 NM to fld. 879/03W. HIWAS.

SLAMMER NDB (MHW) 423 SIF N36°22.90' W79°45.77' 315°

5.4 NM to fld. NOTAM FILE RDU.



WARF (6A5) 3 SW UTC-5(-4DT) N36°19.01' W79°42.49'

CINCINNATI

820 NOTAM FILE RDU

RWY 17-35: 2550X150 (CONC-TURF) S-8 LIRL (NSTD)

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. For LIRL Rwy 17-35 call 336-349-2195. Rwy 17-35 NSTD

LIRL, no thld lights on north end. Only south 2375' of rwy lighted. Most edge lights OTS indef. Rwy 17-35 concrete portion 900X18 at North end. Rwy 35 has uphill grade. Rwy 35 has more than 50' dropoff/downslope 35' from thld both sides.

COMMUNICATIONS: CTAF 122.9

RICHMOND CO (See ROCKINGHAM)

ROANOKE RAPIDS

HALIFAX-NORTHAMPTON RGNL (IXA) 8 S UTC-5(-4DT) N36°19.79' W77°38.11'

WASHINGTON

145 B FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9C, 12H, L-35C, 36G

RWY 02-20: H5500X100 (ASPH) S-45, D-65 HIRL

IAP

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z±, Sun 1700-2200Z±. 24 hrs self svc with credit card. For svc after hrs contact 252-673-2793. CLOSED New Years Day, Easter, Jul 4th, Thanksgiving, Christmas. Birds on and invof arpt. PAEW on and invof arpt for parallel twy construction. 24 hrs access to pilots lounge, etc 252-673-2793 for code. ACTIVATE HIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 119.975 (252)583-3446.

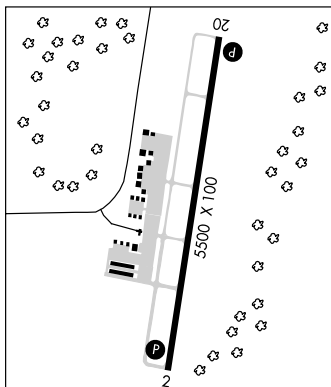
COMMUNICATIONS: CTAF/UNICOM 123.075

WASHINGTON CENTER APP/DEP CON 132.02

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 014° 21.4 NM to fld. 70/50W.



ROBESON N34°36.81' W79°03.59' NOTAM FILE LBT.

CHARLOTTE

NDB (MHW) 359 RSY at Lumberton Muni. NDB unmonitored 0100-1300Z± Mon-Fri, 0000-1500Z± L-24J, 35A, 36B

Fri-Sat. 0000-1300Z± Sun-Mon.

APP CRS **019°**
 Rwy Idg **5500**
 TDZE **143**
 Apt Elev **145**

RNAV (GPS) RWY 2

ROANOKE RAPIDS/HALIFAX-NORTHAMPTON RGNL (IXA)

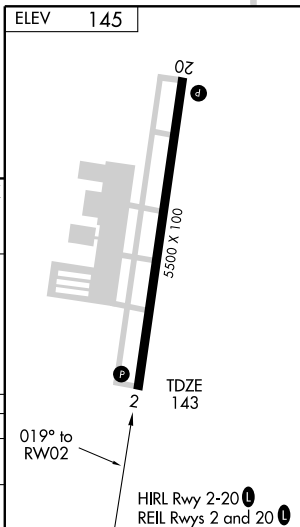
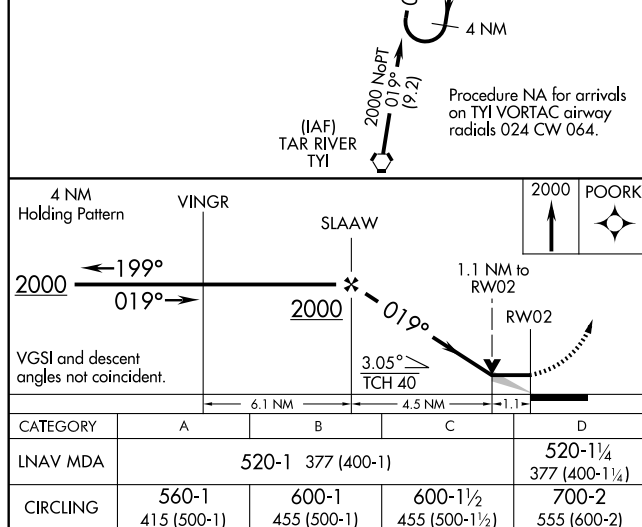
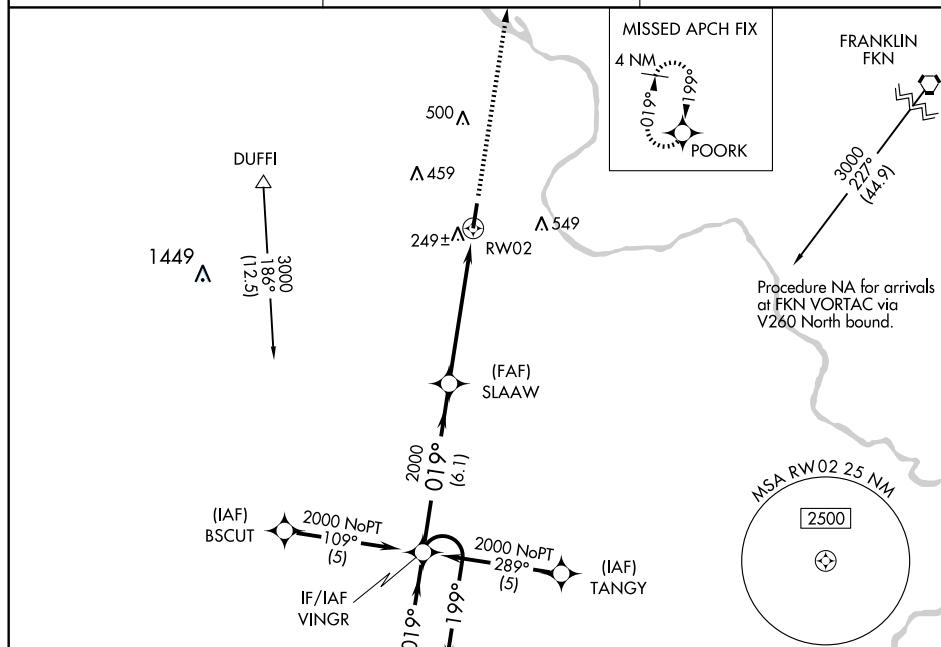
A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahsokie altimeter setting and increase all MDA 80 feet, and LNAV Cats. C/D visibilities ¼ mile. Circling NA east of Rwy 2-20. VDP NA when using Ahsokie altimeter setting.

MISSED APPROACH:
 Climb to 2000 direct POORK and hold.

ASOS
119.975

WASHINGTON CENTER
132.02 290.425

UNICOM
123.075 (CTAF)



APP CRS **199°**
 Rwy Idg **5500**
 TDZE **145**
 Apt Elev **145**

RNAV (GPS) RWY 20

ROANOKE RAPIDS/HALIFAX-NORTHAMPTON RGNL (IXA)

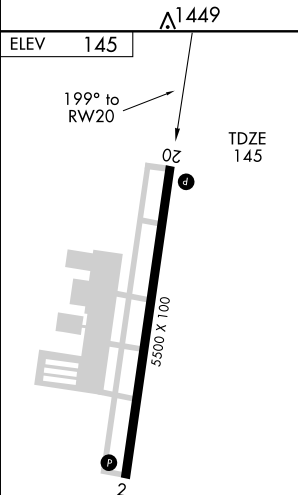
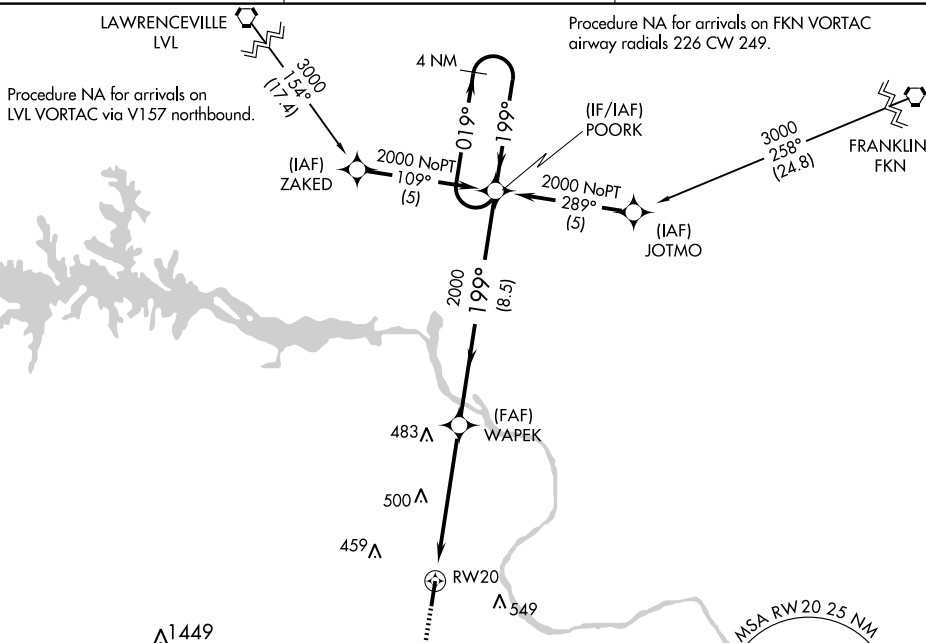
A DME/DME RNP -0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cats. C/D visibility ¼ mile. VDP NA when using Ahoskie altimeter setting. Circling NA east of Rwy 2-20.

MISSED APPROACH:
 Climb to 2000 direct VINGR and hold.

ASOS
119.975

WASHINGTON CENTER
132.02 290.425

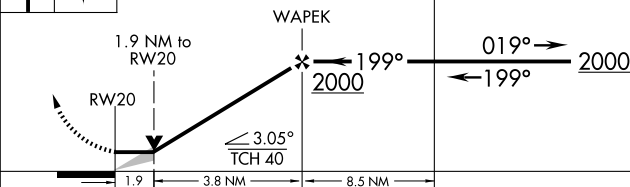
UNICOM
123.075 (CTAF) 0



HIRL Rwy 2-20 0
 REIL Rwy 2 and 20 0

2000 VINGR

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	760-1 615 (700-1)	760-1 615 (700-1)	760-1 615 (700-1)	760-2 615 (700-2)
CIRCLING	760-1 615 (700-1)	760-1 615 (700-1)	760-1 615 (700-1)	760-2 615 (700-2)

ROANOKE RAPIDS, NORTH CAROLINA

Orig-A 09351

ROANOKE RAPIDS/HALIFAX-NORTHAMPTON RGNL (IXA)

36°20'N - 77°38'W

RNAV (GPS) RWY 20

APP CRS 014°	Rwy Idg TDZE Apt Elev	5500 143 145
------------------------	-----------------------------	---

VOR/DME RWY 2

ROANOKE RAPIDS/ HALIFAX-NORTHAMPTON RGNL (IXA)

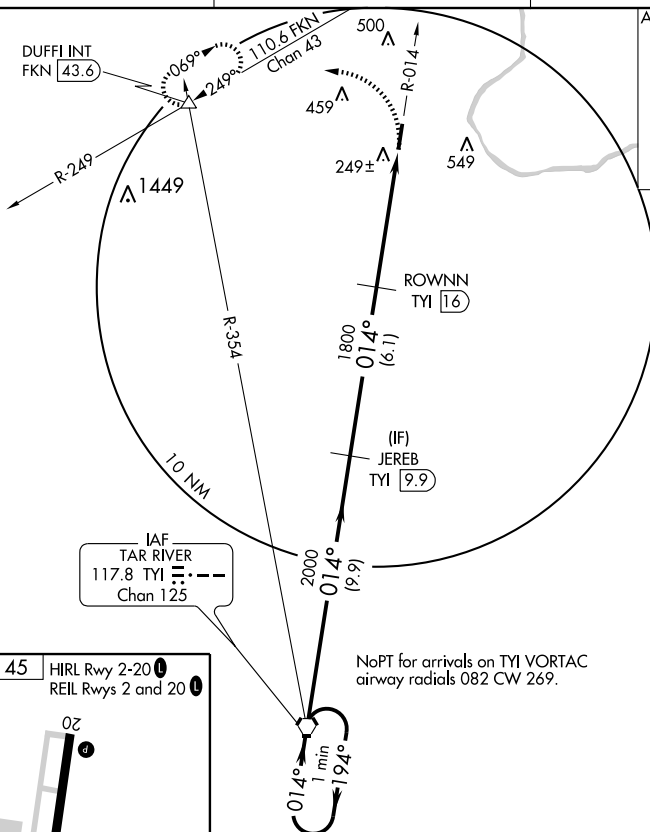
A Circling NA east of Rwy 2-20. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase S-2 and Circling Cats. C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2500 via heading 330° and FKN VORTAC R-249 to DUFFI INT/FKN 43.6 DME and hold, continue climb-in-hold to 2500.

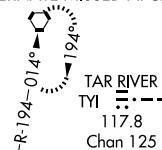
ASOS
119,975

WASHINGTON CENTER
132.02 290,425

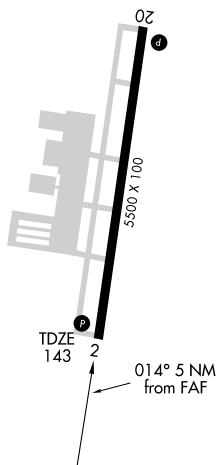
UNICOM
123.075 (CTAF) **L**



ALTERNATE MISSED APCH



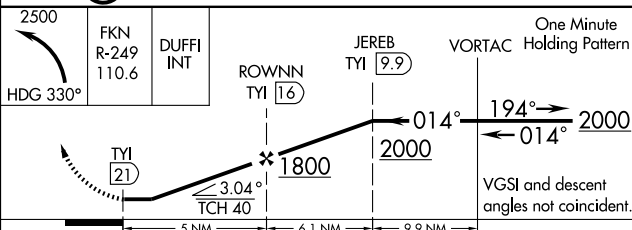
ELEV	145	HIRL Rwy 2-20 L
		REIL Rwys 2 and 20 L



NoPT for arrivals on TYI VORTAC
airway radials 082 CW 269.

MSA TYI 25 NM

3300



CATEGORY	A	B	C	D
S-2	760-1 617 (700-1)	760-1¼ 617 (700-1¼)	760-1¾ 617 (700-1¾)	760-2 617 (700-2)
CIRCLING	760-1 615 (700-1)	760-1¼ 615 (700-1¼)	760-1¾ 615 (700-1¾)	760-2 615 (700-2)

ROANOKE RAPIDS, NORTH CAROLINA

Orig-A 09351

ROANOKE RAPIDS/HALIFAX-NORTHAMPTON RGNL (IXA)

36°20'N - 77°38'W

VOR/DME RWY 2

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

ROCKINGHAM

RICHMOND CO (RCZ) 3 S UTC-5(-4DT) N34°53.48' W79°45.58'

358 B FUEL 100LL, A1+ NOTAM FILE RDU

RWY 14-32: H500X100 (ASPH) S-30 MIRL

RWY 14: PAPI(P2L)-GA 3.15° TCH 34. Road.

RWY 32: REIL. PAPI(P2L)-GA 3.15° TCH 26'. Thld dsplcd 200'.

Railroad.

RWY 04-22: 3009X500 (TURF)

RWY 04: Trees.

RWY 22: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1230-2230Z†. For arpt attendant ngts and Sun call 910-895-6691. 100LL 24hr self-svc with credit card. RWY 04-22 CLOSED to all turbine engine acft. RWY 14 inadequate safety area 60 ft drop off 125 ft from thld both sides. ACTIVATE MIRL RWY 14-32 and PAPI RWYS 14 and 32 and REIL RWY 32-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (910) 997-4093.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ FAYETTEVILLE APP/DEP CON 127.8

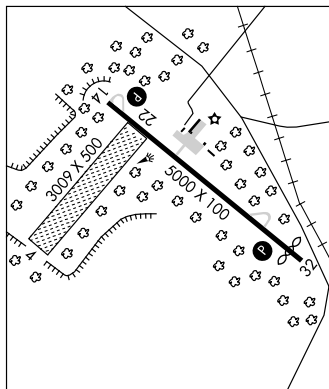
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93'

W79°35.28' 207° 21.2 NM to fld. 590/03W.

ROSCOE NDB (MHW) 375 RCZ N34°51.16' W79°41.62' 312°

4.0 NM to fld.



ROCKINGHAM CO HELIPORT (See EDEN)

ROCKINGHAM CO NC SHILOH (See REIDSVILLE)

ROCKY MOUNT-WILSON RGNL (RWI) 7 SW UTC-5(-4DT) N35°51.38' W77°53.52'

159 B S4 FUEL 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE RWI

RWY 04-22: H7100X150 (ASPH-GRVD) S-62, D-75, 2S-95, 2D-140 HIRL

RWY 04: MALSR. PAPI(P4L)-GA 3.0° TCH 56'.

RWY 22: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

RWY 22: TORA-7100 TODA-7100 ASDA-6900 LDA-6900

AIRPORT REMARKS: Attended Mon-Fri 1100-0300Z†, Sat-Sun 1200-0300Z†. CLOSED to air carrier opr with more than 30 passenger seats except with 24 hr PPR call arpt manager 252-446-7057. ACTIVATE HIRL RWY 04-22; MALSR RWY 04; and REIL RWY 22-CTAF.

WEATHER DATA SOURCES: ASOS 118.875 (252) 446-0732.

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.2 (RALEIGH RADIO) RCO 122.3 (RALEIGH RADIO)

Ⓡ WASHINGTON CENTER APP/DEP CON 118.475

AIRSPACE: CLASS E svc 1300-2300Z† other times CLASS G.

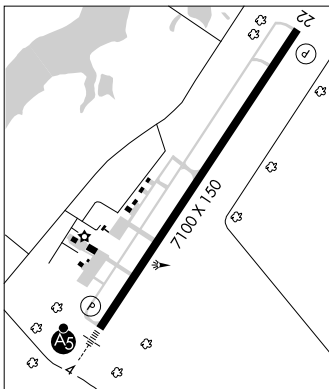
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 237° 11.7 NM to fld. 70/05W.

ILS 108.3 I-RWI RWY 04 Class IA. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del provided by RALEIGH AFSS on frequency 122.3.



ROSCOE N34°51.16' W79°41.62' NOTAM FILE RDU.

NDB (MHW) 375 RCZ 312° 4.0 NM to Richmond Co.

ROVDY N35°43.99' W80°29.37' NOTAM FILE RUQ.

NDB (MHW/LOM) 275 RU 202° 5.4 NM to Rowan Co.

ROWAN CO (See SALISBURY)

CHARLOTTE

H-9C, 12G, L-25E, 35A, 36E

IAP

CHARLOTTE

L-25E, 35A, 36E

CHARLOTTE

L-25D, 36F

ROCKINGHAM/ RICHMOND COUNTY (RCZ)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct RCZ NDB and hold.

UNICOM
122.8 (CTAF) **L**



NDB RWY 32

SE-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 63217 W32A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4799 356 358
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

ROCKINGHAM/ RICHMOND COUNTY (R/CZ)

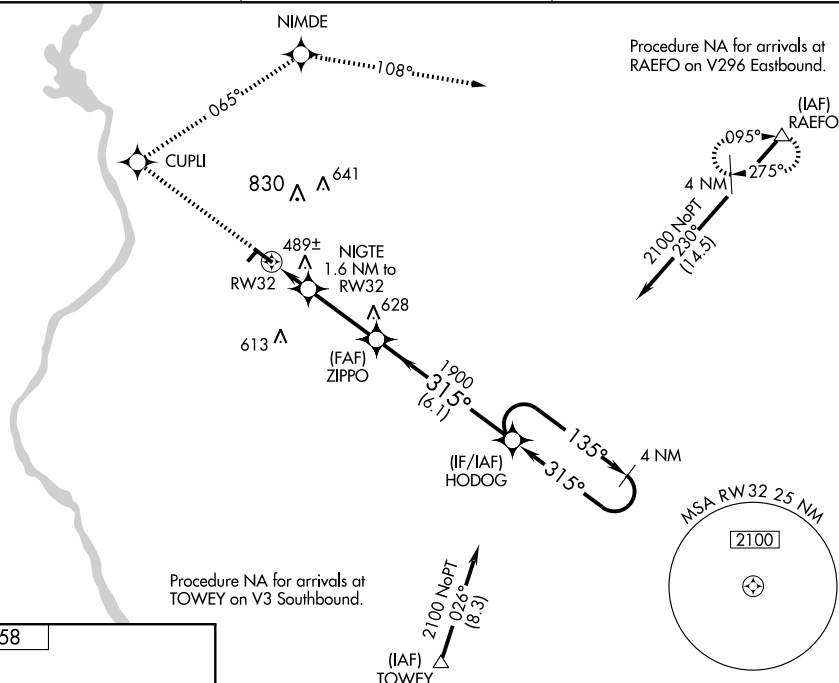
When VGSi Inop, procedure NA at night. Baro-VNAV NA when using MacKall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MacKall AAF altimeter setting and increase all DA 39 feet and all MDA 40 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

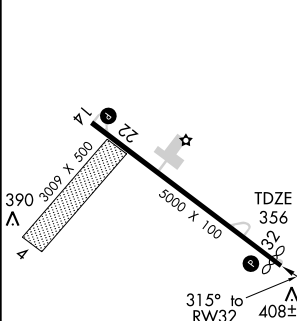
AWOS-3
118.775

FAYETTEVILLE APP CON
127.8 343.725

UNICOM
122.8 (CTAF) 0



ELEV 358



2400	CUPLI	NIMDE	RAEFO	HODOG	4 NM Holding Pattern
↑	✱	tr 065°	tr 108°	△	
*LNAV only		NIGTE 1.6 NM to RW32	ZIPPO 1900	135°	2100
		RW32	ZIPPO 1900	315°	GS 3.00° TCH 40
		1.6	3 NM	6.1 NM	VGSi and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
LPV DA	615-1 259 (300-1)				
LNAV/VNAV DA	794-1½ 438 (500-1½)				
LNAV MDA	740-1 384 (400-1)			740-1¼ 384 (400-1¼)	
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	820-1½ 462 (500-1½)	920-2 562 (600-2)	

REIL Rwy 32 0

MIRL Rwy 14-32 0

ROCKINGHAM, NORTH CAROLINA

Orig 03JUN10

ROCKINGHAM/ RICHMOND COUNTY (R/CZ)

34°53'N-79°46'W

RNAV (GPS) RWY 32

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

ROCKINGHAM**RICHMOND CO** (RCZ) 3 S UTC-5(-4DT) N34°53.48' W79°45.58'

358 B FUEL 100LL, A1+ NOTAM FILE RDU

CHARLOTTE H-9C, 12G, L-25E, 35A, 36E

RWY 14-32: H500X100 (ASPH) S-30 MIRL

IAP

RWY 14: PAPI(P2L)-GA 3.15° TCH 34. Road.

RWY 32: REIL. PAPI(P2L)-GA 3.15° TCH 26'. Thld dsplcd 200'.

Railroad.

RWY 04-22: 3009X500 (TURF)

RWY 04: Trees.

RWY 22: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1230-2230Z†. For arpt attendant ngts and Sun call 910-895-6691. 100LL 24hr self-svc with credit card. Rwy 04-22 CLOSED to all turbine engine acft. Rwy 14 inadequate safety area 60 ft drop off 125 ft from thld both sides. ACTIVATE MIRL Rwy 14-32 and PAPI Rws 14 and 32 and REIL Rwy 32-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (910) 997-4093.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ FAYETTEVILLE APP/DEP CON 127.8

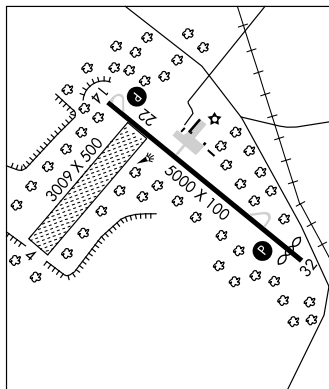
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93'

W79°35.28' 207° 21.2 NM to fld. 590/03W.

ROSCOE NDB (MHW) 375 RCZ N34°51.16' W79°41.62' 312°

4.0 NM to fld.

**ROCKINGHAM CO HELIPORT** (See EDEN)**ROCKINGHAM CO NC SHILOH** (See REIDSVILLE)**ROCKY MOUNT-WILSON RGNL** (RWI) 7 SW UTC-5(-4DT) N35°51.38' W77°53.52'

CHARLOTTE

159 B S4 FUEL 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE RWI

H-9C, 12H, L-35B, 36G

RWY 04-22: H7100X150 (ASPH-GRVD) S-62, D-75, 2S-95, 2D-140

IAP

RWY 04: MALSR. PAPI(P4L)-GA 3.0° TCH 56'.

RWY 22: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

RWY 22: TORA-7100 TODA-7100 ASDA-6900 LDA-6900

AIRPORT REMARKS: Attended Mon-Fri 1100-0300Z†, Sat-Sun 1200-0300Z†. CLOSED to air carrier opr with more than 30 passenger seats except with 24 hr PPR call arpt manager 252-446-7057. ACTIVATE HIRL Rwy 04-22; MALSR Rwy 04; and REIL Rwy 22-CTAF.

WEATHER DATA SOURCES: ASOS 118.875 (252) 446-0732.**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.2 (RALEIGH RADIO) RCO 122.3 (RALEIGH RADIO)

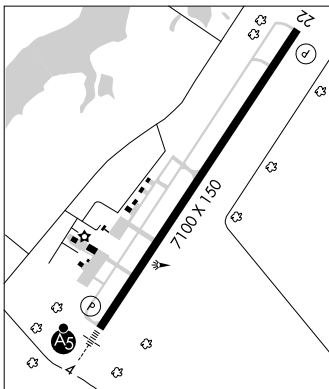
⑧ WASHINGTON CENTER APP/DEP CON 118.475

AIRSPACE: CLASS E svc 1300-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 237° 11.7 NM to fld. 70/05W.

ILS 108.3 I-RWI Rwy 04 Class IA. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del provided by RALEIGH AFSS on frequency 122.3.**ROSCOE** N34°51.16' W79°41.62' NOTAM FILE RDU.

CHARLOTTE

NDB (MHW) 375 RCZ 312° 4.0 NM to Richmond Co.

L-25E, 35A, 36E

ROVDY N35°43.99' W80°29.37' NOTAM FILE RUQ.

CHARLOTTE

NDB (MHW/LOM) 275 RU 202° 5.4 NM to Rowan Co.

L-25D, 36F

ROWAN CO (See SALISBURY)

ILS or LOC RWY 4

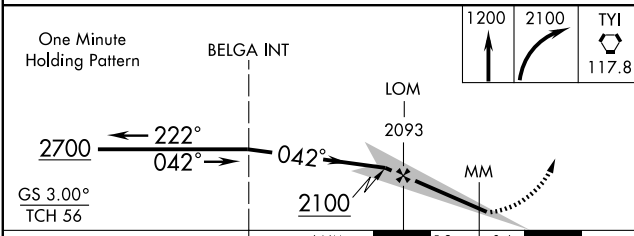
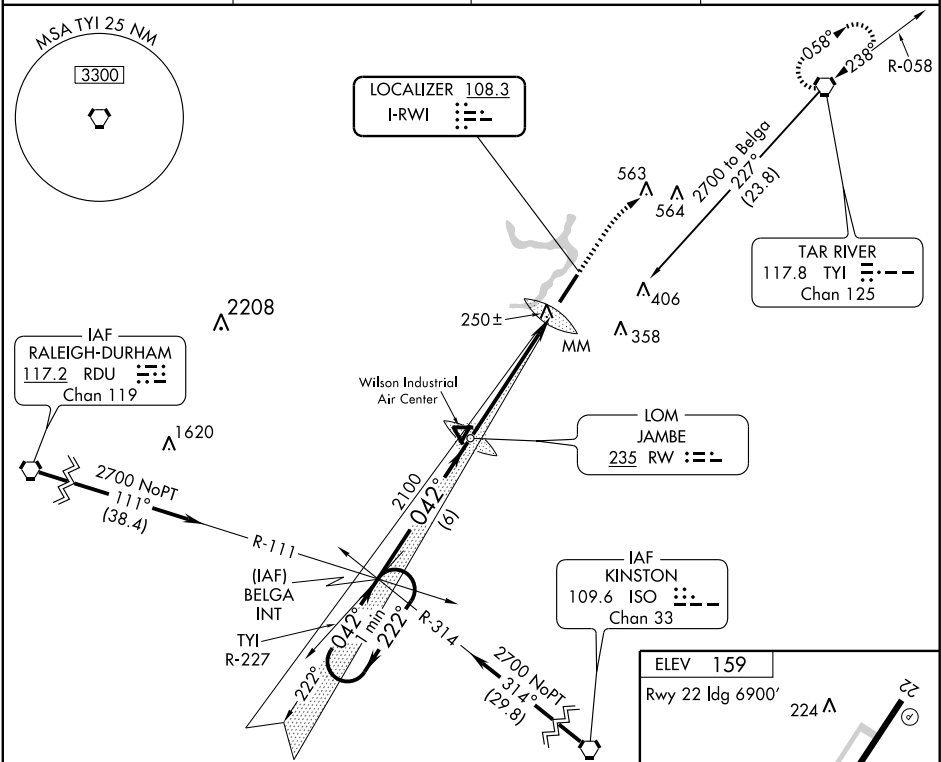
ROCKY MOUNT-WILSON RGNL (RWI)

LOC I-RWI 108.3	APP CRS 042°	Rwy Idg TDZE Apt Elev	7100 159 159
---------------------------	------------------------	-----------------------------	---

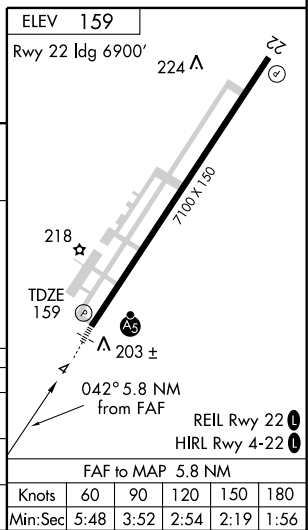
NA For inoperative MALS, increase S-LOC 4 Cat D visibility to 1 mile. If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase DH to 418 feet; increase all MDAs 60 feet.

MALS MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLNC DEL 122.3	UNICOM 123.05 (CTAF) 0
------------------------	--	--------------------------	----------------------------------



CATEGORY	A	B	C	D
S-ILS 4	359-1/2	200 (200-1/2)		
S-LOC 4	500-1/2	341 (400-1/2)	500-3/4	341 (400-3/4)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1 1/2 461 (500-1 1/2)	720-2 561 (600-2)



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 56513 W04A	APP CRS 042°	Rwy Idg TDZE 159 Apt Elev 159
--	------------------------	---

RNAV (GPS) RWY 4

ROCKY MOUNT-WILSON RGNL (RWI)

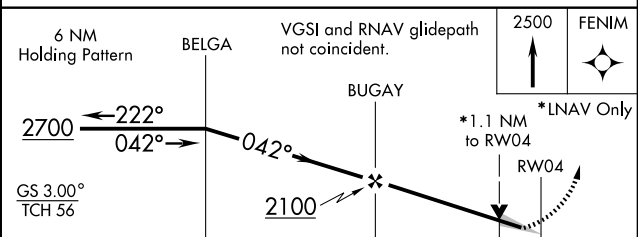
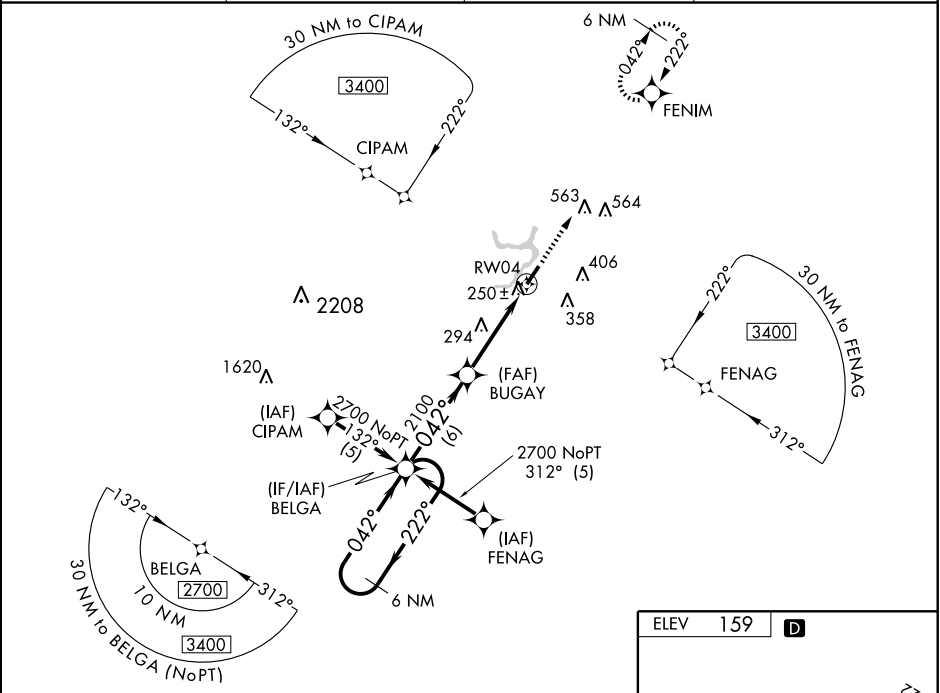
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to ½ mile. Baro-VNAV and VDP NA when using Goldsboro-Wayne Muni altimeter setting.

MALSR

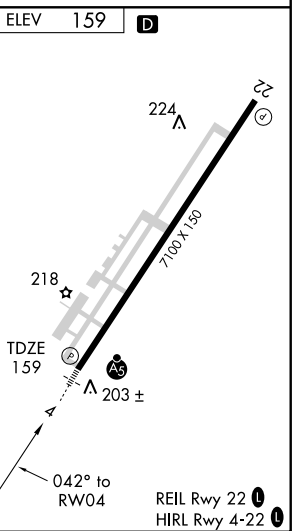


MISSED APPROACH:
Climb to 2500 direct FENIM and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLNC DEL 122.3	UNICOM 123.05 (CTAF) 0
------------------------	--	--------------------------	----------------------------------



CATEGORY	A	B	C	D
LPV DA	359-1/2 200 (200-1/2)			
LNAV/VNAV DA	521-3/4 362 (400-3/4)			
LNAV MDA	560-1/2 401 (500-1/2)	560-3/4 401 (500-3/4)	560-1 401 (500-1)	
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1 1/2 461 (500-1 1/2)	720-2 561 (600-2)



APP CRS **222°**
Rwy Idg **6900**
TDZE **154**
Apt Elev **159**

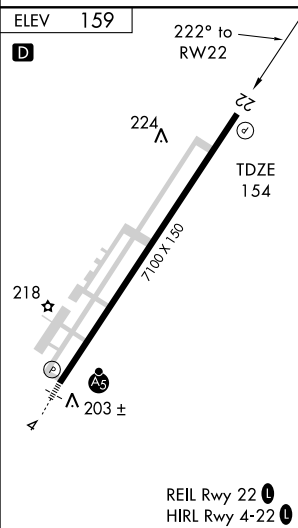
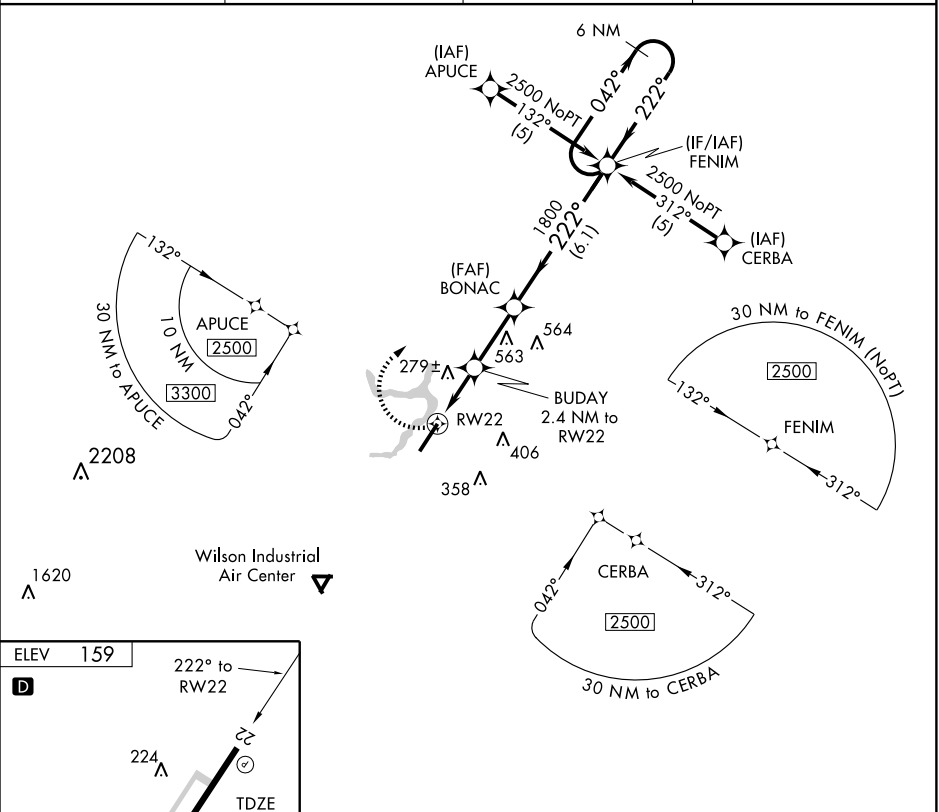
RNAV (GPS) RWY 22


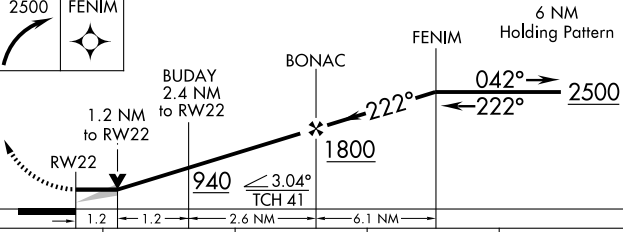
ROCKY MOUNT-WILSON RGNL (RWI)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile. VDP NA when using Goldsboro-Wayne Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FENIM and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLNC DEL 122.3	UNICOM 123.05 (CTAF) 0
------------------------	--	--------------------------	----------------------------------



					
CATEGORY	A		B	C	D
LNAV MDA	560-1 406 (500-1)		560-1¼ 406 (500-1¼)		
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)	

VORTAC TYI
117.8
 Chan **125**

APP CRS
238°

Rwy Idg
 TDZE **154**
 Apt Elev **159**

VOR/DME RWY 22

ROCKY MOUNT-WILSON RGNL (RWI)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and S-22 Cat. C and Cat. D visibility ¼ mile.

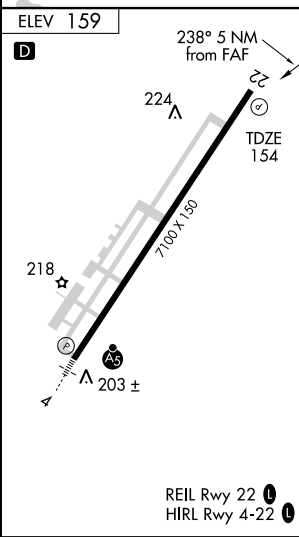
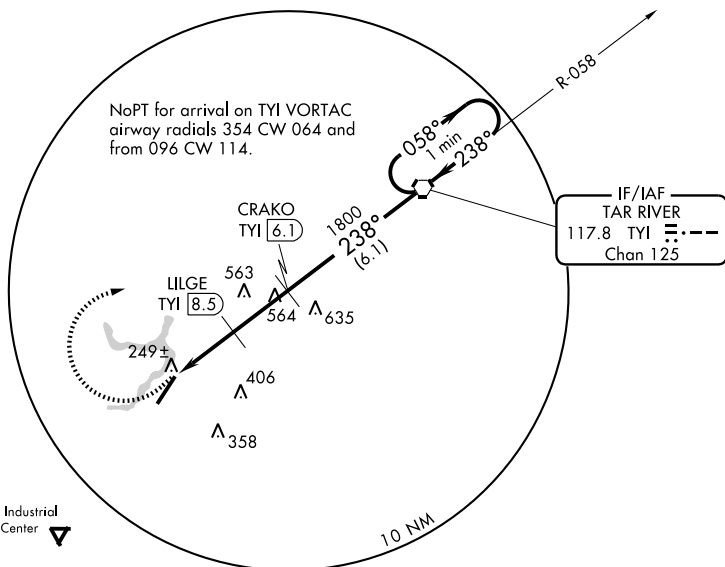
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

ASOS
118.875

WASHINGTON CENTER
118.475 279.65

CLNC DEL
122.3

UNICOM
123.05 (CTAF) 0



1100	2000	TYI 117.8	CRAKO TYI (6.1)	LILGE TYI (8.5)	TYI (11.1)	TYI VORTAC	One Minute Holding Pattern
				≤ 3.01° TCH 41		238°	2000
				1020	1800		
				2.6 NM	2.4 NM	6.1 NM	
CATEGORY	A	B	C	D			
S-22	540-1 386 (400-1)			540-1¼ 386 (400-1¼)			
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)			

ROXBORO

PERSON CO (TDF) 6 S UTC-5(-4DT) N36°17.08' W78°59.08'

609 B S2 FUEL 100LL, JET A1+ NOTAM FILE TDF

RWY 06-24: H6005X100 (ASPH) S-30 MIRL

RWY 06: REIL. PAPI (P2L)—GA 3.25° TCH 43'. Thld dsplcd 304'. Trees.

RWY 24: REIL. PAPI (P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. For svc after hrs call 336-504-3441 or 919-423-3554. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24, and PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.725 (336) 364-1651.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ RALEIGH APP/DEP CON 132.35

GCO 119.7 (RALEIGH CLNC)

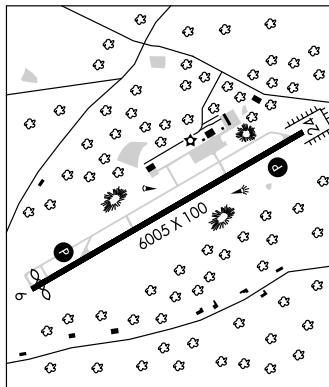
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 181° 23.4 NM to fld. 530/05W.

NDB (MHW/LOM) 220 HUR N36°14.00' W79°03.95' 060° 5.0 NM to fld. NOTAM FILE TDF.

ILS/DME 108.7 I-TDF Chan 24 Rwy 06. Class IB. LOM PERSON NDB. LOM unmonitored. ILS/DME unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 visibility information unreliable.



WASHINGTON

H-9C, 12H, L-26K, 36G

IAP

RUTHERFORD CO-MARCHMAN FLD (See RUTHERFORDTON)

RUTHERFORDTON

RUTHERFORD CO-MARCHMAN FLD (FQD) 3 N UTC-5(-4DT) N35°25.69' W81°56.11'

1077 B S4 FUEL 100LL, JET A1+ OX 1, 3 NOTAM FILE FQD

RWY 01-19: H5000X100 (ASPH) S-12.5 MIRL 0.4% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Trees.

RWY 19: PAPI (P2L)—GA 3.5° TCH 20'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat 1400-2200Z†, and Sun 1800-2200Z†. For svc after hrs call 828-287-0800. Deer invof arpt. 100' dropoff 230' from thld Rwy 01. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01—CTAF after 0300Z†. PAPI Rwy 01 and Rwy 19 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.275 (828) 287-6498.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†)

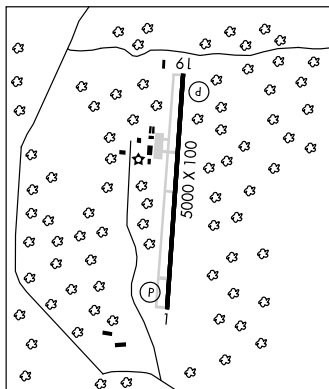
ATLANTA CENTER APP/DEP CON 119.575 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 001° 23.6 NM to fld. 910/02W.

NDB (MHW) 344 RFE N35°20.94' W81°57.17' 015° 4.8 NM to fld. NOTAM FILE FQD.

ILS/DME 109.55 I-FQD Chan 32(Y) Rwy 01.

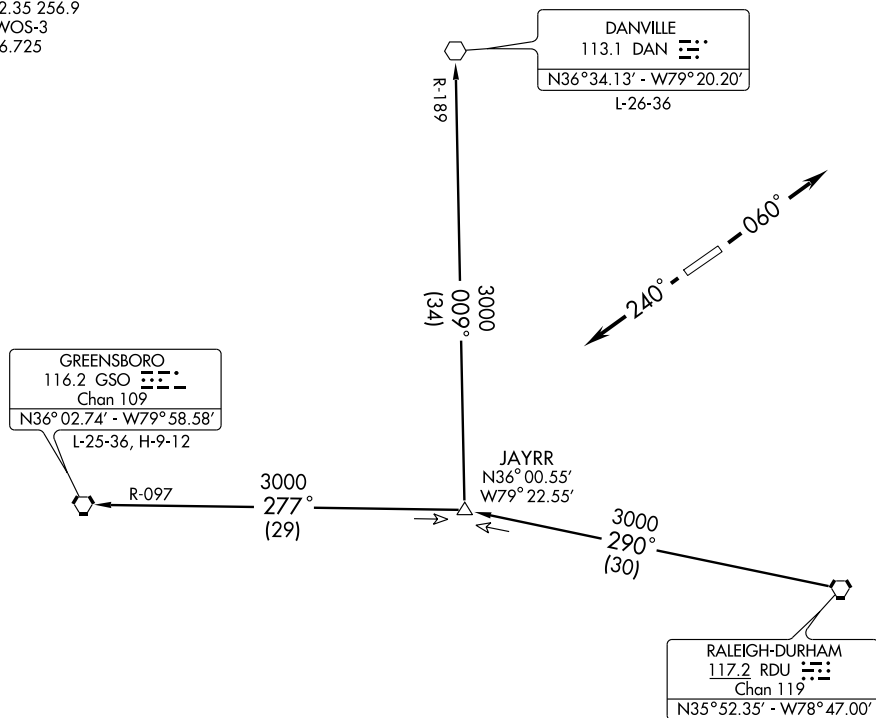


CHARLOTTE

H-9B, 12G, L-25C

IAP

RALEIGH DEP CON
132.35 256.9
AWOS-3
126.725



NOTE: Turbojets not authorized.

NOTE: Radar Required.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 6, 24: STANDARD

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb heading 060°, thence....

TAKE-OFF RWY 24: Climb heading 240°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 6: Trees 1600 feet from DER, 200 feet right of centerline, 100 feet AGL/729 feet MSL.

Rwy 24: Trees 562 feet from DER, 577 feet left of centerline, 100 feet AGL/699 feet MSL.

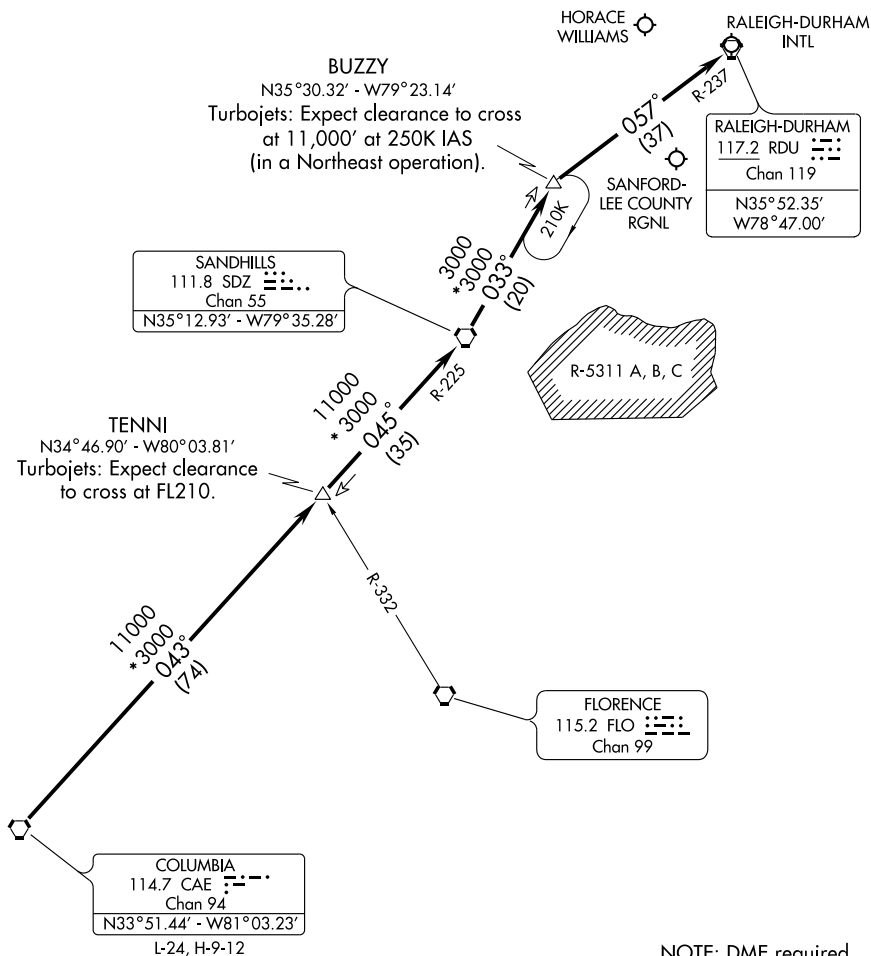
BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
128.3 307.9
RALEIGH-DURHAM ATIS
123.8

PERSON COUNTY

HENDERSON-
OXFORD



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

ILS or LOC RWY 6

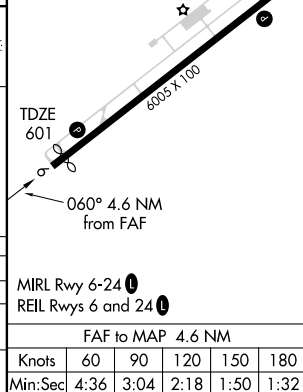
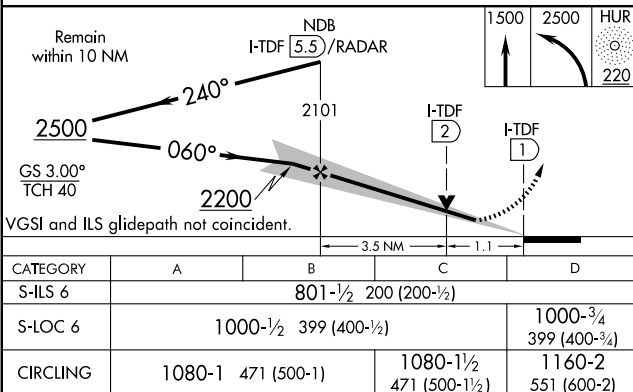
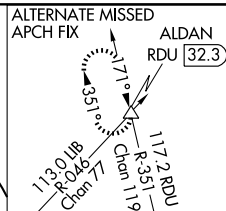
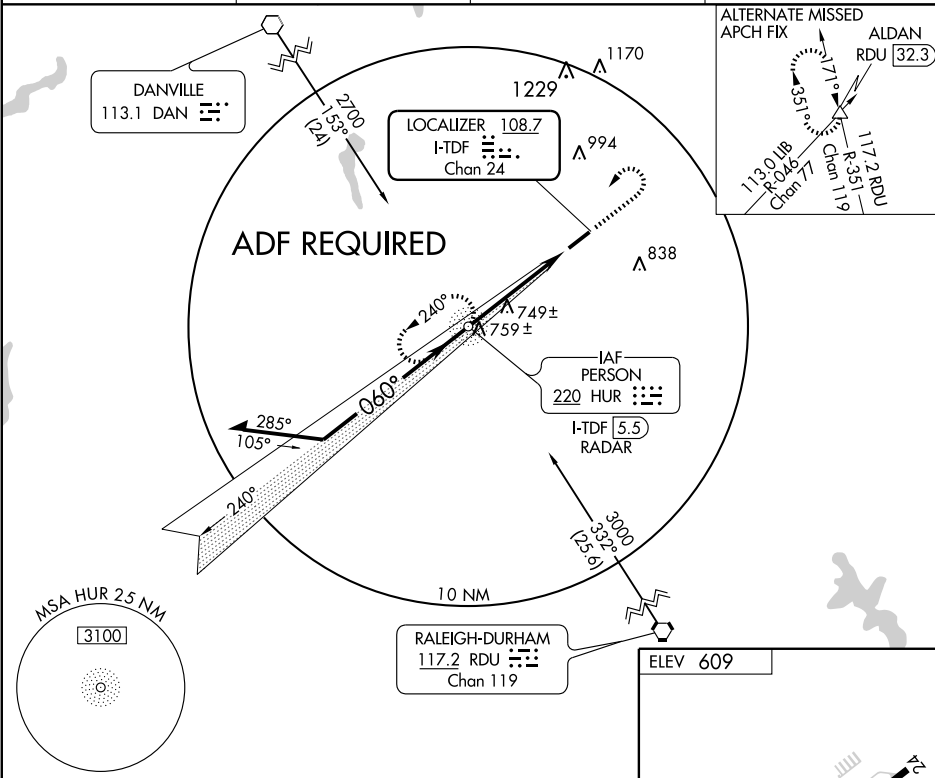
ROXBORO / PERSON COUNTY (TDF)

LOC/DME I-TDF 108.7 Chan 24	APP CRS 060°	Rwy Idg TDZE Apt Elev	5701 601 609
---	------------------------	-----------------------------	---

NA For inoperative MALS, when using Chapel Hill altimeter setting, increase S-ILS 6 all Cats visibility to 1 mile. ADF REQUIRED. When local altimeter setting not received, use Chapel Hill altimeter setting and increase S-ILS 6 DA to 864 and all MDA 80 feet and S-LOC 6 Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

AWOS-3 126.725	RALEIGH APP CON 132.35 256.9	GCO 119.7	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------	--



WAAS CH 86512 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	5701 601 609
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 6

ROXBORO / PERSON COUNTY (TDF)



For inoperative MALS, increase LNAV Cat. D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 864, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALS, when using Chapel Hill altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV and VDP NA when using Chapel Hill altimeter setting.

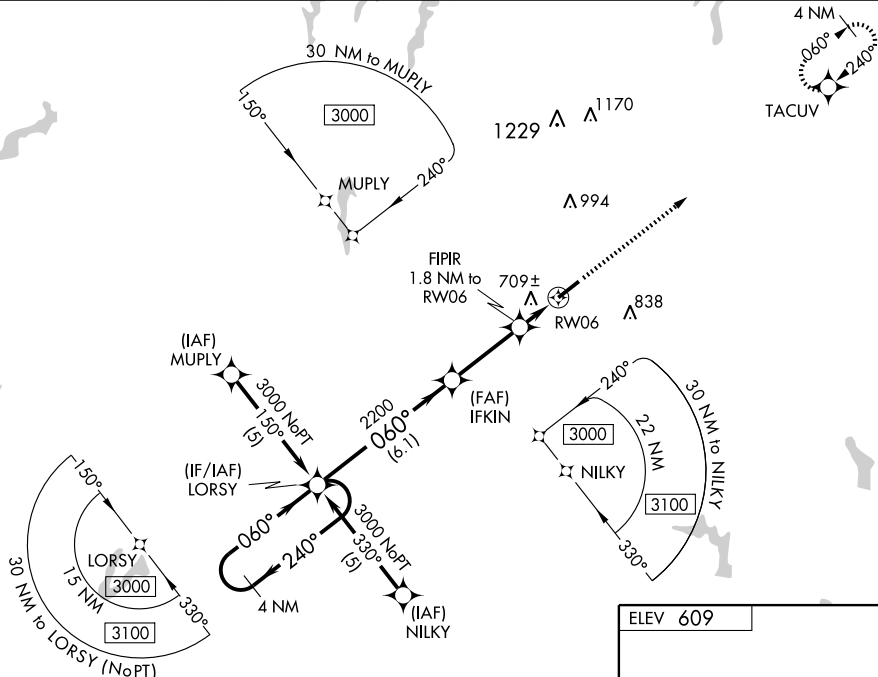
MISSED APPROACH:
Climb to 3000 direct
TACUV and hold.

AWOS-3
126.725

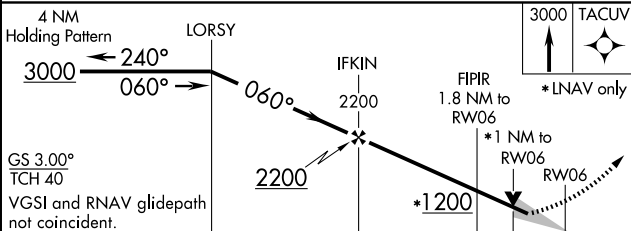
RALEIGH APP CON
132.35 256.9

GCO
119.7

UNICOM
122.7 (CTAF)



ELEV 609



CATEGORY	A	B	C	D
LPV DA	801-½	200 (200-½)		
LNAV/VNAV DA	1087-1¼	486 (500-1¼)		
LNAV MDA	960-½ 359 (400-½)			960-1 359 (400-1)
CIRCLING	1080-1 471 (500-1)	1080-1½ 471 (500-1½)	1160-2 551 (600-2)	

TDZE 601
Δ 674 ±
060° to RW06

MIRL Rwy 6-24
REIL Rwy 6 and 24

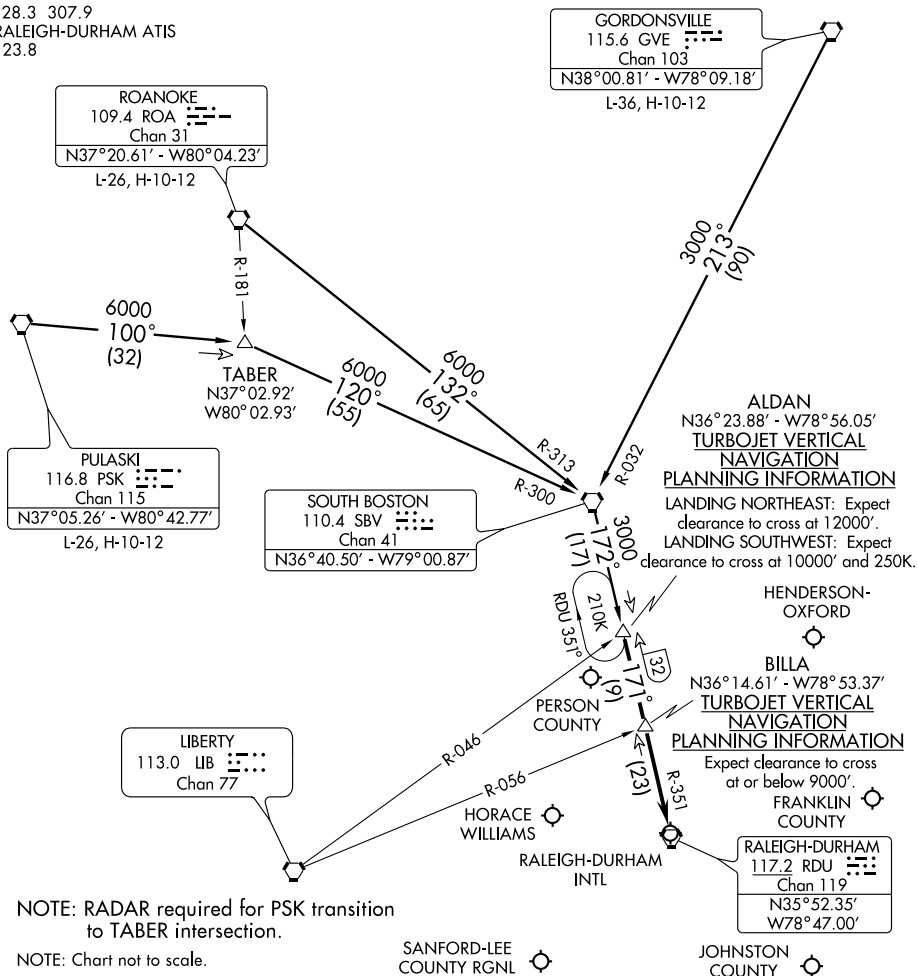
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports:

Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

ROXBORO

PERSON CO (TDF) 6 S UTC-5(-4DT) N36°17.08' W78°59.08'

609 B S2 FUEL 100LL, JET A1+ NOTAM FILE TDF

RWY 06-24: H6005X100 (ASPH) S-30 MIRL

RWY 06: REIL. PAPI (P2L)—GA 3.25° TCH 43'. Thld dsplcd 304'. Trees.

RWY 24: REIL. PAPI (P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. For svc after hrs call 336-504-3441 or 919-423-3554. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24, and PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.725 (336) 364-1651.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ RALEIGH APP/DEP CON 132.35

GCO 119.7 (RALEIGH CLNC)

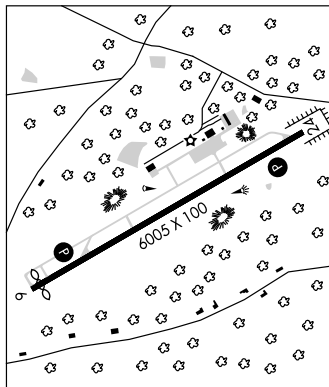
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 181° 23.4 NM to fld. 530/05W.

NDB (MHW/LOM) 220 HUR N36°14.00' W79°03.95' 060° 5.0 NM to fld. NOTAM FILE TDF.

ILS/DME 108.7 I-TDF Chan 24 Rwy 06. Class IB. LOM PERSON NDB. LOM unmonitored. ILS/DME unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 visibility information unreliable.



WASHINGTON

H-9C, 12H, L-26K, 36G

IAP

RUTHERFORD CO-MARCHMAN FLD (See RUTHERFORDTON)

RUTHERFORDTON

RUTHERFORD CO-MARCHMAN FLD (FQD) 3 N UTC-5(-4DT) N35°25.69' W81°56.11'

1077 B S4 FUEL 100LL, JET A1+ OX 1, 3 NOTAM FILE FQD

RWY 01-19: H5000X100 (ASPH) S-12.5 MIRL 0.4% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Trees.

RWY 19: PAPI (P2L)—GA 3.5° TCH 20'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat 1400-2200Z†, and Sun 1800-2200Z†. For svc after hrs call 828-287-0800. Deer invof arpt. 100' dropoff 230' from thld Rwy 01. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01—CTAF after 0300Z†. PAPI Rwy 01 and Rwy 19 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.275 (828) 287-6498.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†)

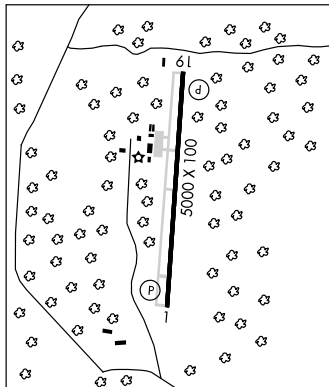
ATLANTA CENTER APP/DEP CON 119.575 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 001° 23.6 NM to fld. 910/02W.

NDB (MHW) 344 RFE N35°20.94' W81°57.17' 015° 4.8 NM to fld. NOTAM FILE FQD.

ILS/DME 109.55 I-FQD Chan 32(Y) Rwy 01.



CHARLOTTE

H-9B, 12G, L-25C

IAP

LOC/DME I-FQD
109.55
 Chan **32(Y)**

APP CRS
009°

Rwy Idg **5000**
 TDZE **1072**
 Apt Elev **1078**

RUTHERFORDTON/ RUTHERFORD CO-MARCHMAN FIELD (FQD)

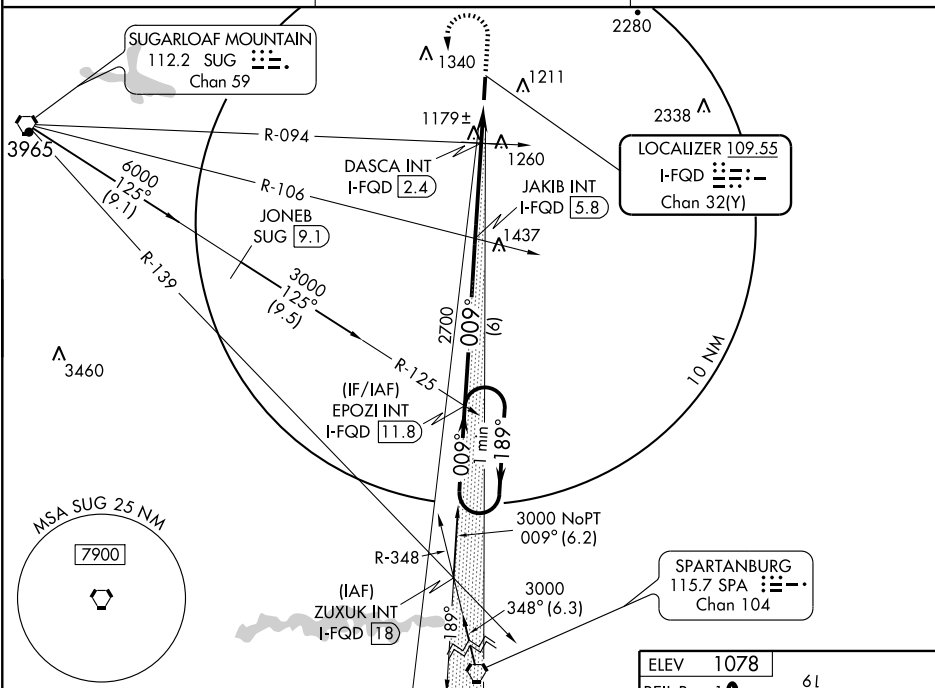
When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDAs 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 via heading 165° and I-FQD south course to EPOZI INT/I-FQD 11.8 DME and hold.

AWOS-3
118.275

GREER APP CON ★
119.4 350.2

UNICOM
122.8 (CTAF) 0



One Minute
 Holding Pattern

EPOZI INT
 I-FQD **11.8**

VGSI and descent angles
 not coincident.

JAKIB INT
 I-FQD **5.8**

1800

3000

HDG 165°
 I-FQD

EPOZI INT

3000 ← 189°
 009° →

009°

2700

3.04°
 TCH 40

DASCA INT
 I-FQD **2.4**

I-FQD **0.9**

*1580 when using Shelby-Cleveland County Rgnl altimeter setting.

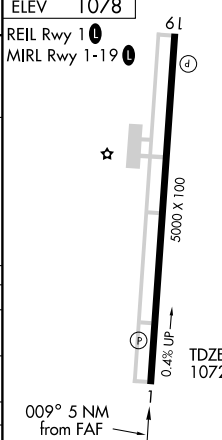
*1500

CATEGORY	A	B	C	D
S-1	1500-1	428 (500-1)	1500-1½ 428 (500-1½)	1500-1½ 428 (500-1½)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)
DASCA FIX MINIMUMS				
S-1	1440-1	368 (400-1)	1440-1½ 368 (400-1½)	
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)

ELEV **1078**

REIL Rwy 1 **0**

MIRL Rwy 1-19 **0**



009° 5 NM
 from FAF

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS **009°**
Rwy Idg **5000**
TDZE **1072**
Apt Elev **1078**

RNAV (GPS) RWY 1
RUTHERFORDTON/RUTHERFORD CO-MARCHMAN FIELD (FQD)

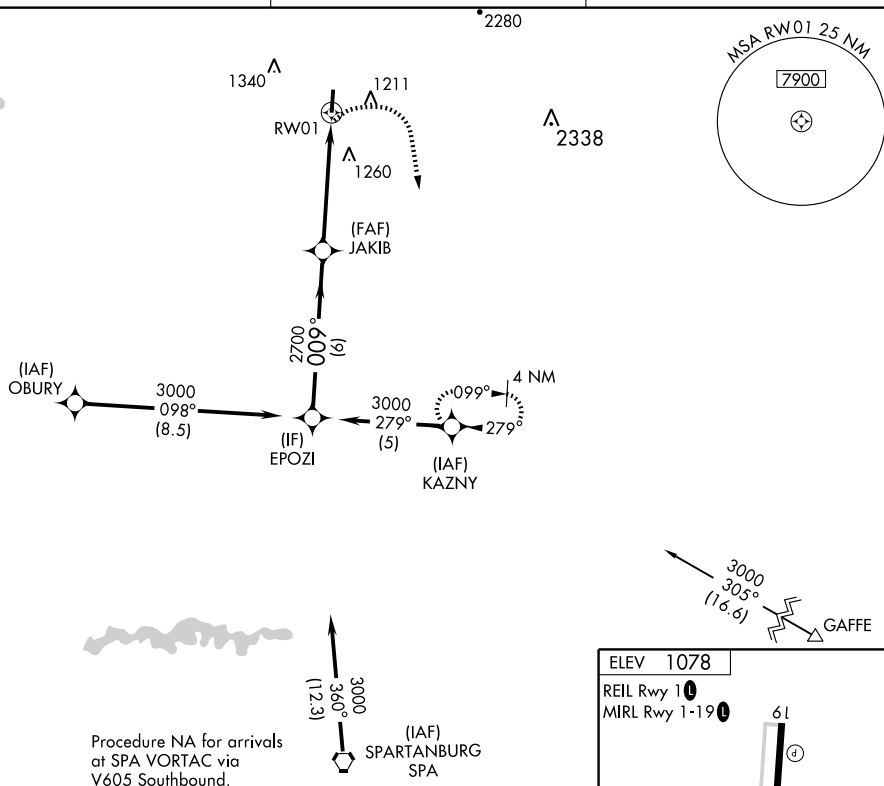
▽ When local altimeter setting not received, use Shelby-Cleveland County
▲ Rgnl altimeter setting and increase all MDAs 80 feet and LNAV
visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right
turn to 3000 direct KAZNY and hold.

AWOS-3
118.275

GREER APP CON ★
119.4 350.2

UNICOM
122.8 (CTAF) 0



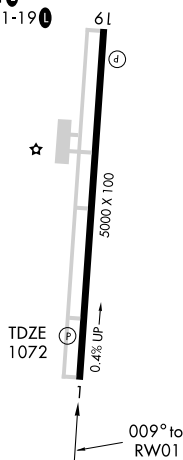
Procedure NA for arrivals
at SPA VORTAC via
V605 Southbound.

3000 (12.3)

SPARTANBURG SPA (IAF)

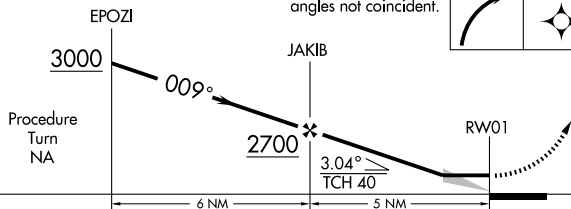
ELEV 1078

REIL Rwy 1 **0**
MIRL Rwy 1-19 **0**



VGSI and descent
angles not coincident.

3000 KAZNY



CATEGORY	A	B	C	D
LNAV MDA	1560-1 488 (500-1)	1560-1 488 (500-1 1/4)	1560-1 488 (500-1 1/4)	1560-1 488 (500-1 1/2)
CIRCLING	1560-1 482 (500-1)	1560-1 482 (500-1 1/2)	1560-1 482 (500-1 1/2)	1640-2 562 (600-2)

SALISBURY

ROWAN CO (RUQ) 3 SW UTC-5(-4DT) N35°38.75' W80°31.22'

772 B S4 FUEL 100LL, JET A1 + OX 4 NOTAM FILE RUQ

RWY 02-20: H5501X100 (ASPH) S-45, D-55 MIRL

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 20: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 39'.

AIRPORT REMARKS: Attended 1300-0100Z±. 24 hr self-service avbl for 100LL with credit card. Tran mil fuel. Lgt'd park, ramp clsd to all tfc except military acft with PPR. Operational Mon-Fri 1200-2030Z± exc holidays. MIRL Rwy 02-20 preset low ints; to increase ints and ACTIVATE REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20 and MALSR Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (704) 637-6197.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHARLOTTE APP/DEP CON 128.32

CHARLOTTE CLNC DEL 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'

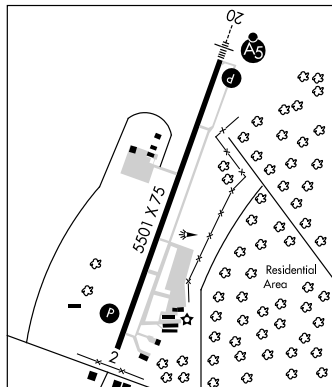
W80°57.11' 043° 34.5 NM to fld. 733/05W. HIWAS.

ROVDY NDB (MHW/LOM) 275 RU N35°43.99' W80°29.37' 202°

5.4 NM to fld. NOTAM FILE RUQ.

ILS 109.95 I-RUQ Rwy 20. Class IB. LOM ROVDY NDB.

GS unusable byd 4° right of course and byd 7° left of course.



SAMPSON CO (See CLINTON)

SANDHILLS N35°12.93' W79°35.28' NOTAM FILE RDU.

(L) VORTAC 111.8 SDZ Chan 55 207° 21.2 NM to Richmond Co. 590/03W.

VOR portion unusable:

026°-074° byd 10 NM blo 5,000';

075°-143°

144°-154° blo 60'.

144°-154° byd 23 NM

155°-179° blo 5,000'.

RCO 122.1R 111.8T (RALEIGH RADIO)

180°-264° blo 8000'

301°-019° byd 10 NM blo 10,000'

SANFORD-LEE CO RGNL (TTA) 7 NE UTC-5(-4DT) N35°35.03' W79°06.05'

246 B S4 FUEL 100LL, JET A1+ OX 3 NOTAM FILE TTA

RWY 03-21: H6500X100 (ASPH) S-30, D-80 HIRL 0.3% up SW

RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z±. For svc after hrs call 919-770-5945. ACTIVATE HIRL Rwy 03-21, MALSR Rwy 03 and REIL Rwy 21—CTAF. PAPI Rwy 03 and Rwy 21 on continuously.

WEATHER DATA SOURCES: AWOS-3 120.625 (919) 708-5382.

COMMUNICATIONS: CTAF/UNICOM 123.075

® RALEIGH APP/DEP CON 125.3

GCO 135.075 (RALEIGH CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 050° 32.5 NM to fld. 590/03W.

LEECO NDB (MHW/LOM) 406 TT N35°29.84' W79°08.40' 028° 5.5 NM to fld.

ILS/DME 110.75 I-TTA Chan 44(Y) Rwy 03. LOM LEECO NDB.

CHARLOTTE

H-9B, 12G, L-25D, 36E

IAP

CHARLOTTE

H-9C, L-25E, 35A, 36F

IAP

CHARLOTTE

H-9C, 12G, L-36F

IAP

ILS RWY 20

SALISBURY/ROWAN COUNTY (RUQ)

LOC I-RUQ 109.95	APP CRS 202°	Rwy Idg TDZE Apt Elev	5501 773 773
----------------------------	------------------------	-----------------------------	---



MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ROVDY LOM and hold.

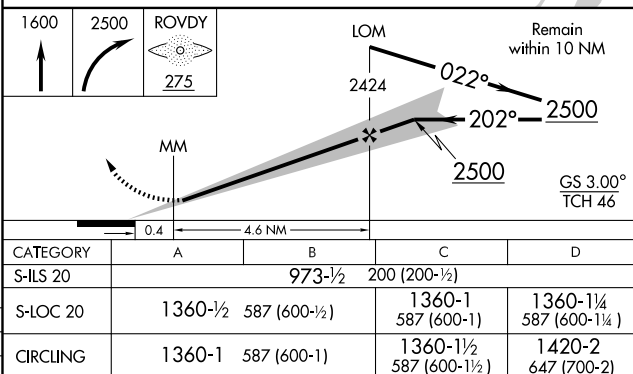
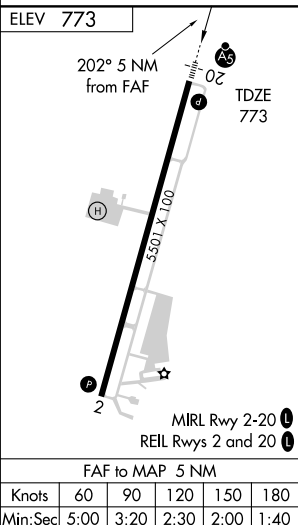
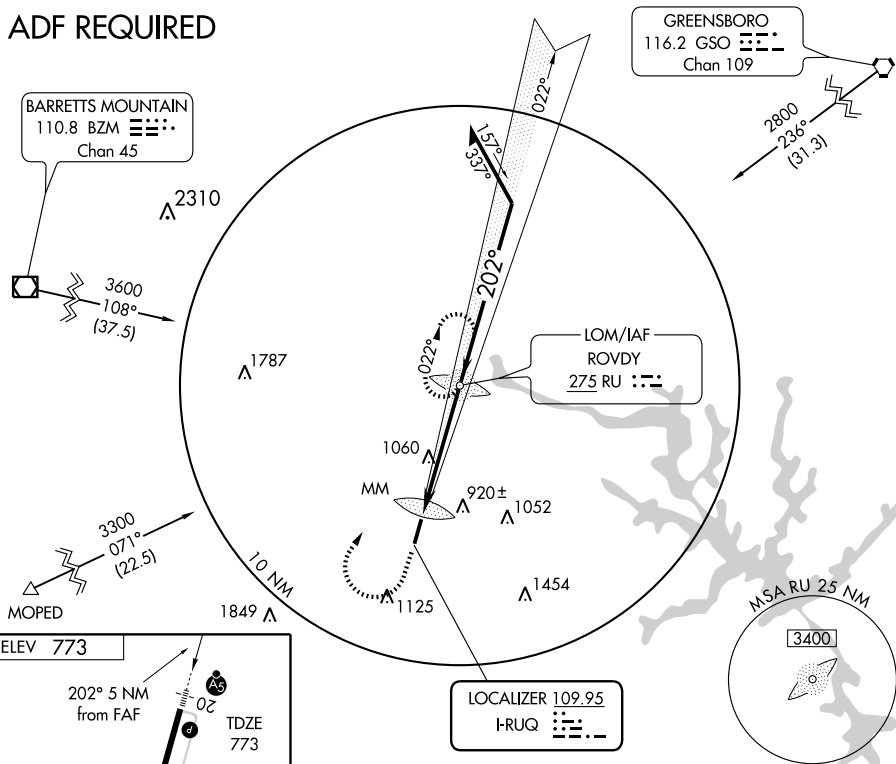
AWOS-3
118.175

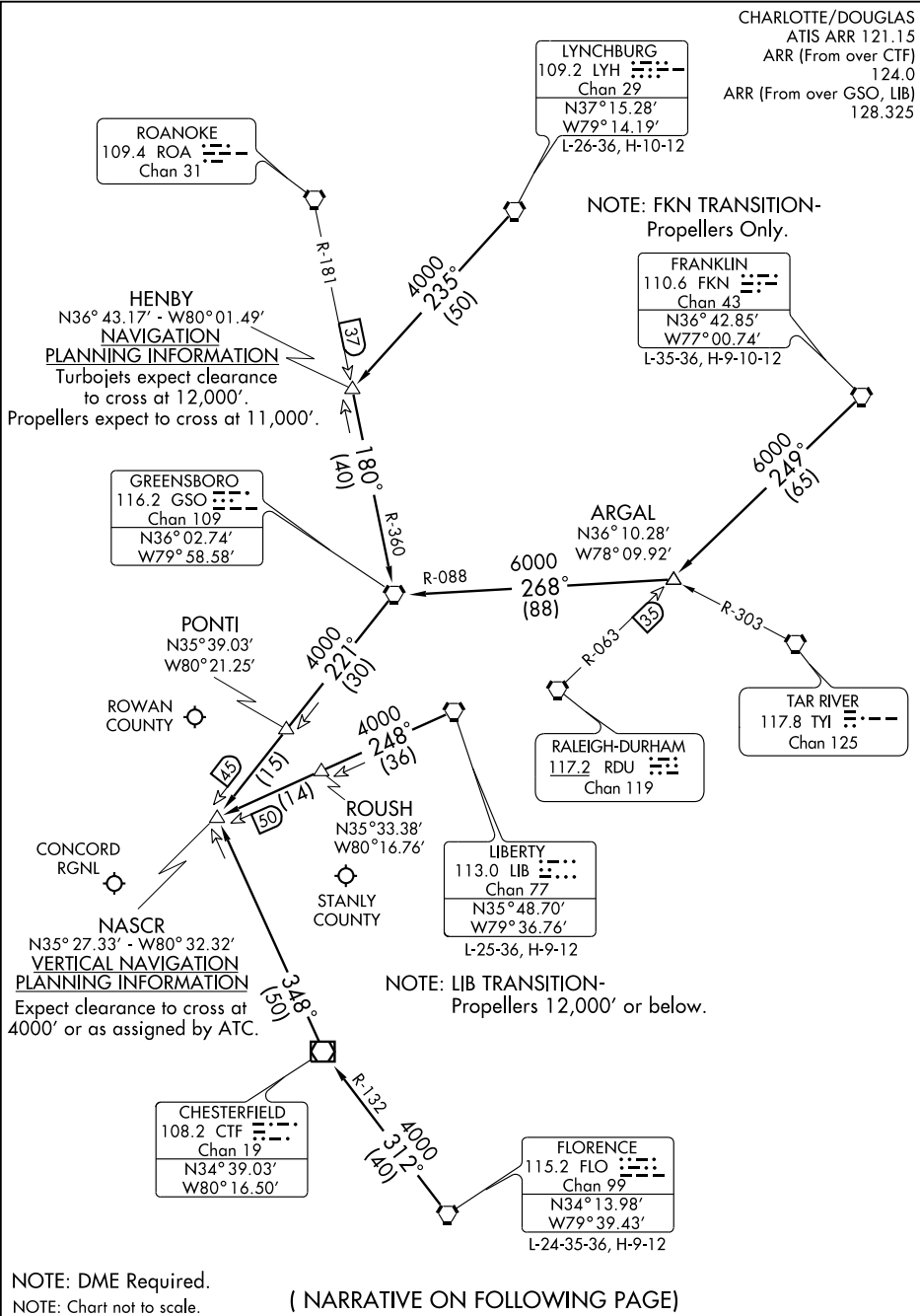
CHARLOTTE APP CON
128.32 307.8

CLNC DEL
127.35

UNICOM
122.8 (CTAF)

ADF REQUIRED





ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....

FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....

LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

LOM RU 275	APP CRS 202°	Rwy Idg TDZE Apt Elev	5501 773 773
----------------------	------------------------	-----------------------------	---

NDB RWY 20

SALISBURY/ROWAN COUNTY (RUQ)



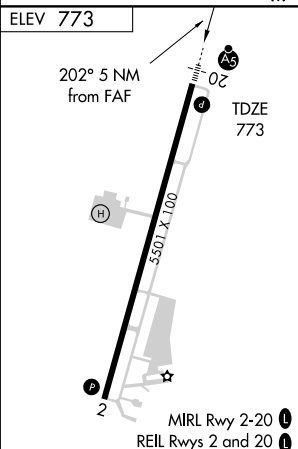
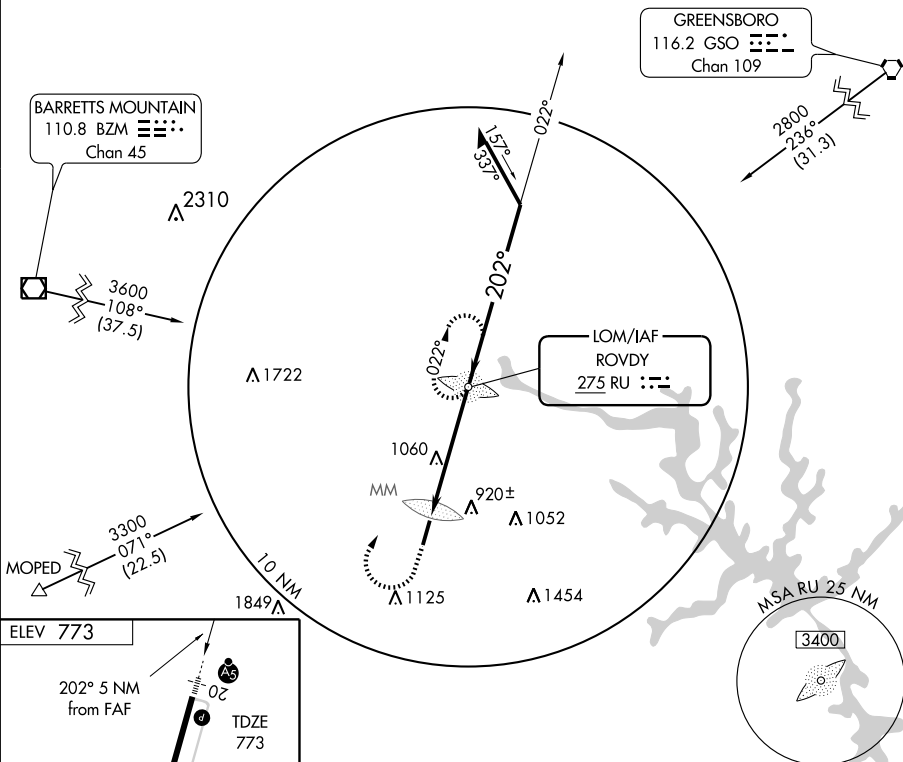
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3
118.175

CHARLOTTE APP CON
128.32 307.8

CLNC DEL
127.35

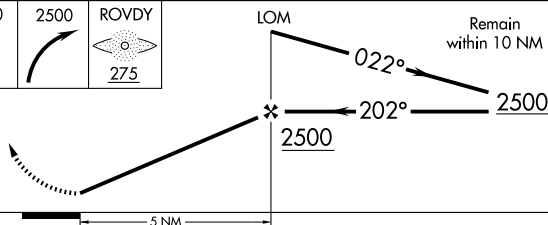
UNICOM
122.8 (CTAF) 0



FAF to MAP 5 NM				
Knots	60	90	120	150
Min:Sec	5:00	3:20	2:30	2:00
				1:40

SALISBURY, NORTH CAROLINA
Orig 09351

1800	2500	ROVDY
↑	↪	275



CATEGORY	A	B	C	D
S-20	1420- $\frac{3}{4}$ 647 (700- $\frac{3}{4}$)		1420-1 $\frac{1}{4}$ 647 (700-1 $\frac{1}{4}$)	1420-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)
CIRCLING	1420-1 647 (700-1)		1420-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)	1420-2 647 (700-2)

SALISBURY/ROWAN COUNTY (RUQ)

35°39'N-80°31'W

NDB RWY 20

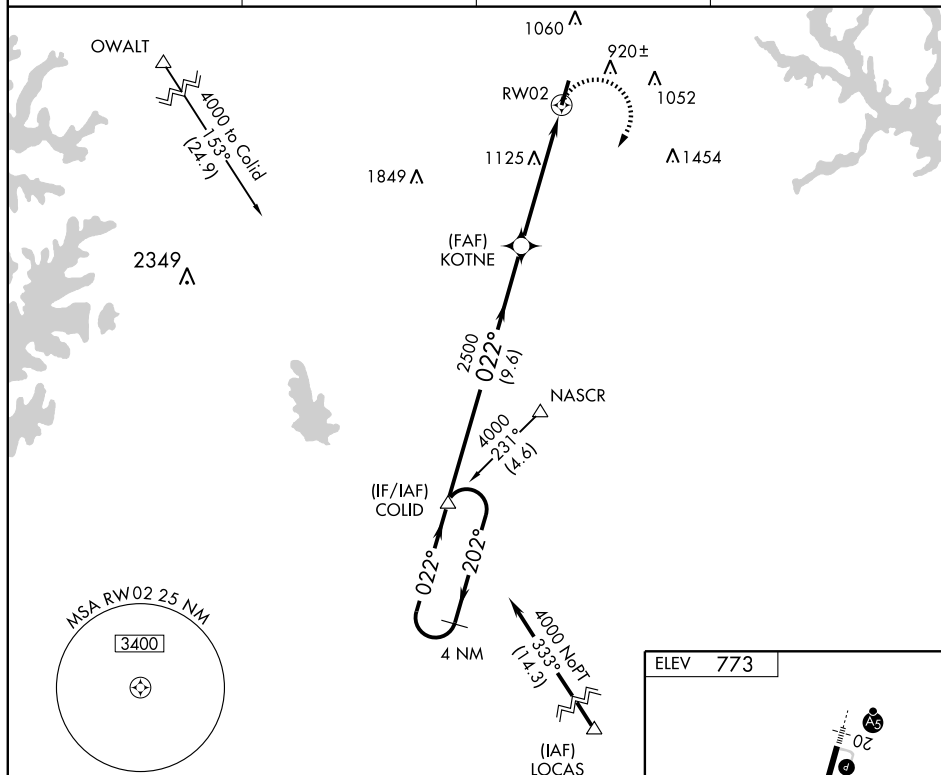
SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS
022°Rwy Idg **5501**
TDZE **773**
Apt Elev **773****RNAV (GPS) RWY 2**
SALISBURY/ROWAN COUNTY (RUQ)

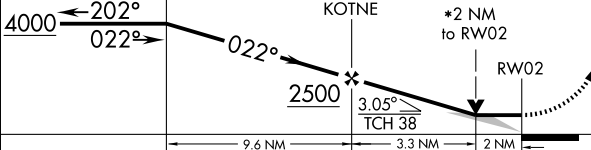
V GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Davidson County altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 direct COLID WP and hold.

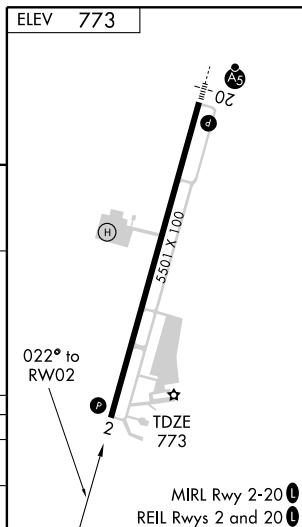
AWOS-3
118.175CHARLOTTE APP CON
128.32 307.8CLNC DEL
127.35UNICOM
122.8 (CTAF)4 NM
Holding Pattern COLID

*VDP NA when using Davidson County altimeter setting.

4000 COLID



CATEGORY	A	B	C	D
RNAV MDA	1440-1 667 (700-1)	1440-1 667 (700-1)	1440-1 667 (700-1)	1440-2 667 (700-2)
CIRCLING	1440-1 667 (700-1)	1440-1 667 (700-1)	1440-2 667 (700-2)	1440-2 667 (700-2)



APP CRS
2020

Rwy Idg	5501
TDZE	773
Apt Elev	773

RNAV (GPS) RWY 20

SALISBURY/ ROWAN COUNTY (RUQ)



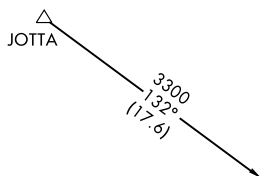
Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV
Cat D visibility to 1 mile.



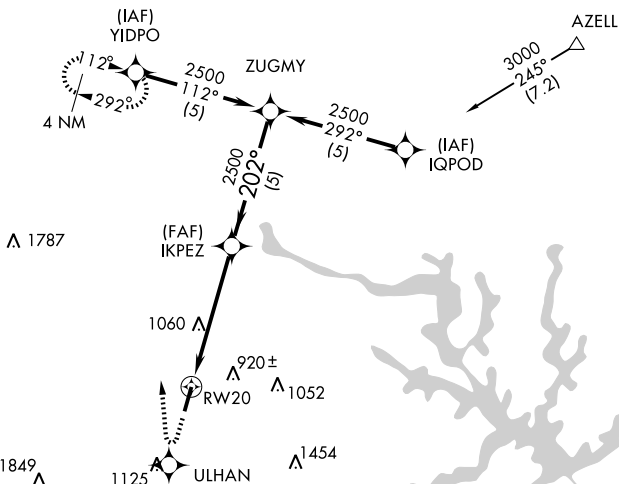
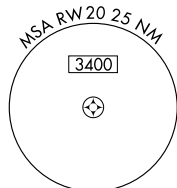
MISSED APPROACH: Climb to 3300 via
course 202° to ULHAN WP then via
course 001° to YIDPO WP and hold.

AWOS-3
118.175

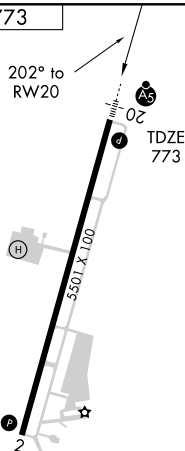
CHARLOTTE APP CON
128.32 307.8

CLNC DEL
127.35UNICOM
122.8 (CTAF) **L**

2310 A



ELEV 773



MIRL Rwy 2-20 **L**
REIL Rwys 2 and 20 **L**

3300 ↑ CRS 202°		ULHAN ✧		↑ CRS 001°		YIDPO ✧		IKPEZ		ZUGMY	
*LNAV Only		*1.7 NM to RW20		RW20		1.7 NM		3.5 NM		5 NM	
								202°		<u>2500</u>	
								<u>2500</u>		Procedure Turn NA	
								GS 3.00° TCH 46			
CATEGORY		A		B		C		D			
GLS PA DA						NA					
LNAV/ VNAV DA		1060-1½		287 (300-½)				1060-¾ 287 (300-¾)			
LNAV MDA		1360-½		587 (600-½)		1360-1 587 (600-1)		1360-¼ 587 (600-¼)			
CIRCLING		1360-1		587 (600-1)		1360-1½ 587 (600-1½)		1420-2 647 (700-2)			

SALISBURY, NORTH CAROLINA
Orig 09351

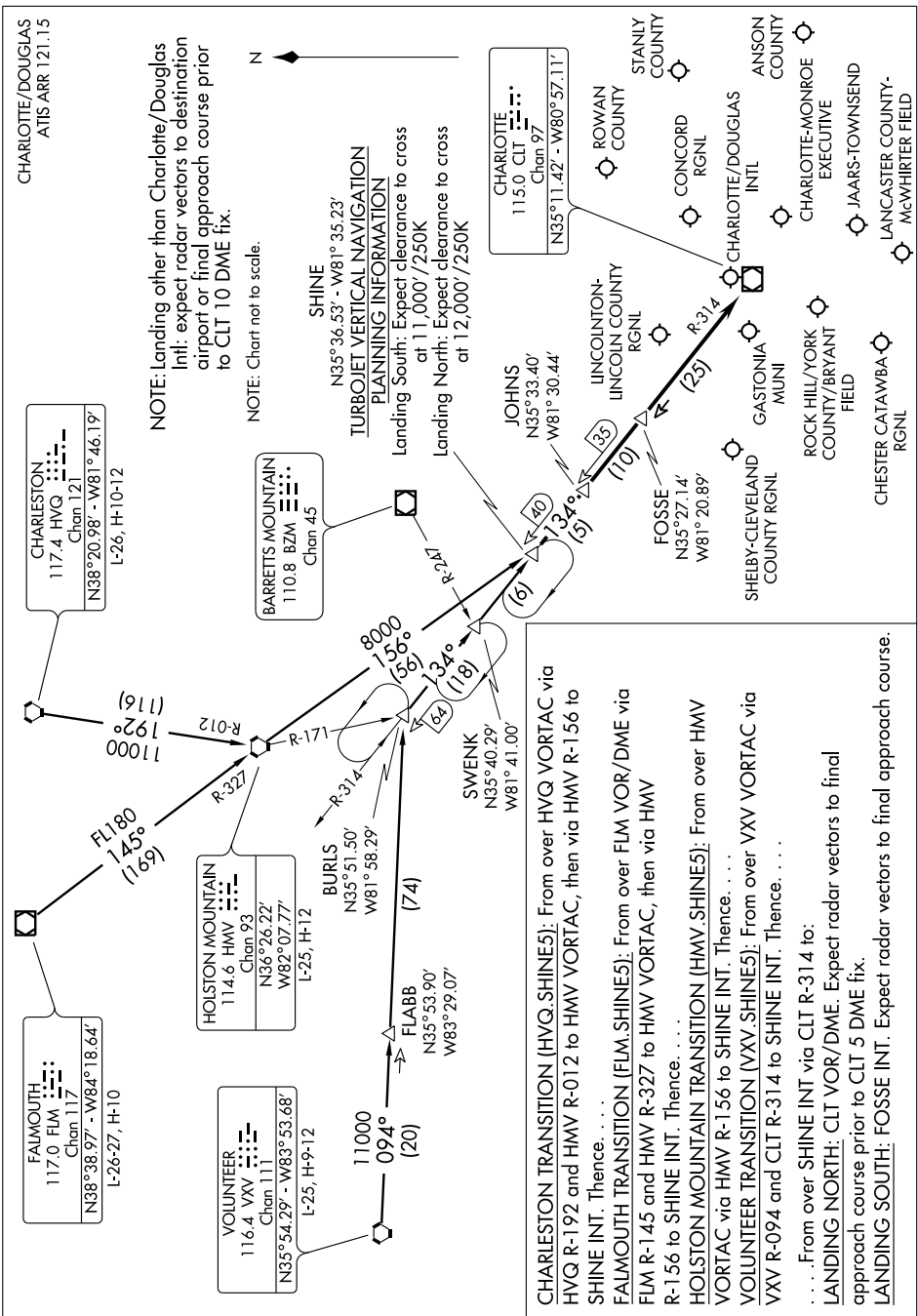
35°39'N-80°31'W

SALISBURY/ROWAN COUNTY (RUQ)
RNAV (GPS) RWY 20

SE-2. 26 AUG 2010 to 23 SEP 2010

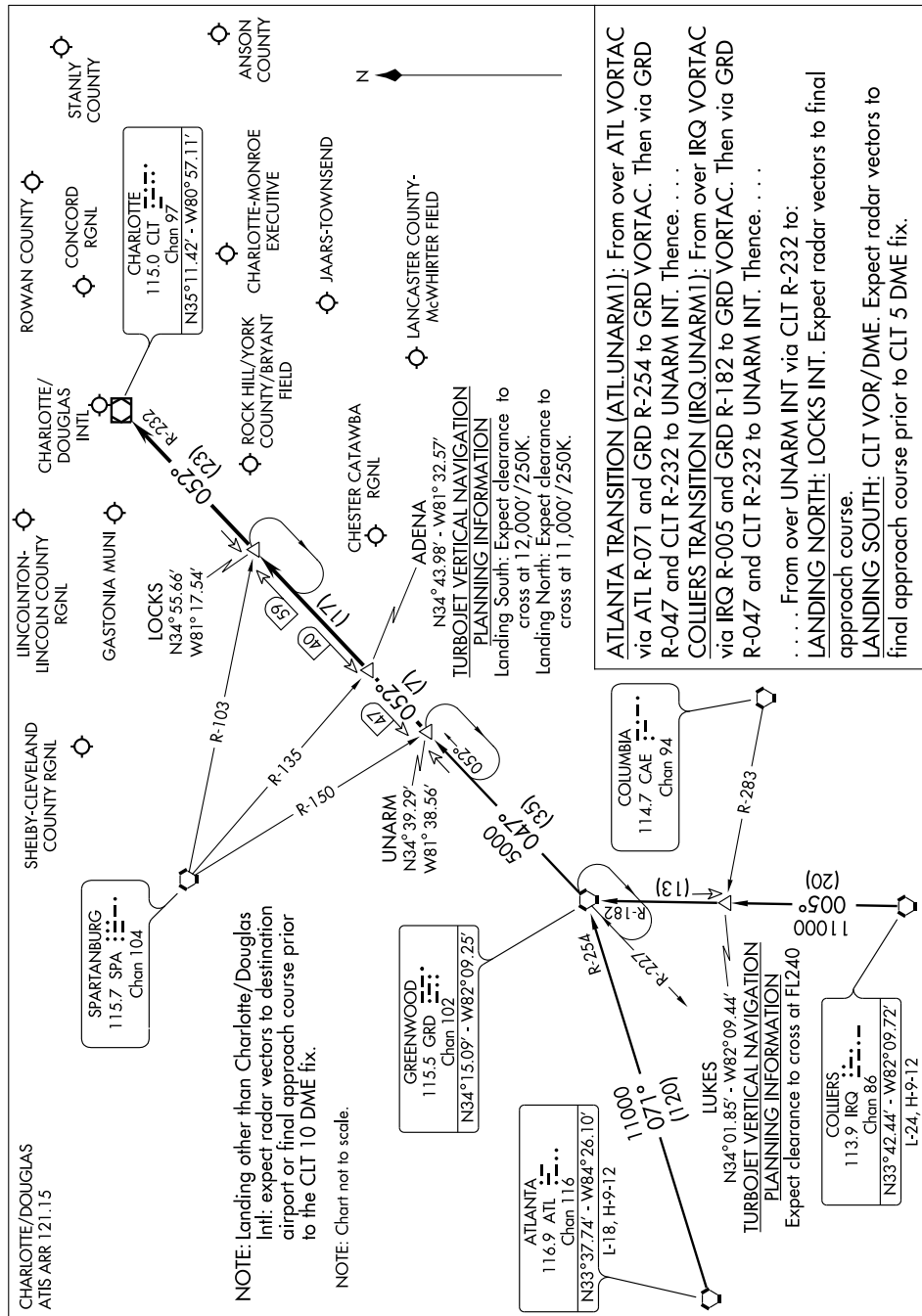
SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SALISBURY

ROWAN CO (RUQ) 3 SW UTC-5(-4DT) N35°38.75' W80°31.22'

772 B S4 FUEL 100LL, JET A1 + OX 4 NOTAM FILE RUQ

RWY 02-20: H5501X100 (ASPH) S-45, D-55 MIRL

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 20: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 39'.

AIRPORT REMARKS: Attended 1300-0100Z±. 24 hr self-service avbl for 100LL with credit card. Tran mil fuel. Lgt'd park, ramp clsd to all tfc except military acft with PPR. Operational Mon-Fri 1200-2030Z± exc holidays. MIRL Rwy 02-20 preset low ints; to increase ints and ACTIVATE REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20 and MALSR Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (704) 637-6197.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHARLOTTE APP/DEP CON 128.32

CHARLOTTE CLNC DEL 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42'

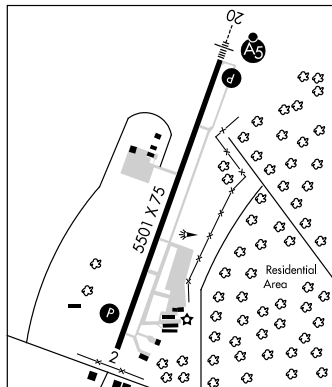
W80°57.11' 043° 34.5 NM to fld. 733/05W. HIWAS.

ROVDY NDB (MHW/LOM) 275 RU N35°43.99' W80°29.37' 202°

5.4 NM to fld. NOTAM FILE RUQ.

ILS 109.95 I-RUQ Rwy 20. Class IB. LOM ROVDY NDB.

GS unusable byd 4° right of course and byd 7° left of course.



SAMPSON CO (See CLINTON)

SANDHILLS N35°12.93' W79°35.28' NOTAM FILE RDU.

(L) VORTAC 111.8 SDZ Chan 55 207° 21.2 NM to Richmond Co. 590/03W.

VOR portion unusable:

026°-074° byd 10 NM blo 5,000';

075°-143°

144°-154° blo 60'.

144°-154° byd 23 NM

155°-179° blo 5,000'.

RCO 122.1R 111.8T (RALEIGH RADIO)

180°-264° blo 8000'

301°-019° byd 10 NM blo 10,000'

SANFORD-LEE CO RGNL (TTA) 7 NE UTC-5(-4DT) N35°35.03' W79°06.05'

246 B S4 FUEL 100LL, JET A1+ OX 3 NOTAM FILE TTA

RWY 03-21: H6500X100 (ASPH) S-30, D-80 HIRL 0.3% up SW

RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z±. For svc after hrs call 919-770-5945. ACTIVATE HIRL Rwy 03-21, MALSR Rwy 03 and REIL Rwy 21—CTAF. PAPI Rwy 03 and Rwy 21 on continuously.

WEATHER DATA SOURCES: AWOS-3 120.625 (919) 708-5382.

COMMUNICATIONS: CTAF/UNICOM 123.075

® RALEIGH APP/DEP CON 125.3

GCO 135.075 (RALEIGH CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 050° 32.5 NM to fld. 590/03W.

LEECO NDB (MHW/LOM) 406 TT N35°29.84' W79°08.40' 028° 5.5 NM to fld.

ILS/DME 110.75 I-TTA Chan 44(Y) Rwy 03. LOM LEECO NDB.

CHARLOTTE

H-9B, 12G, L-25D, 36E

IAP

CHARLOTTE

H-9C, L-25E, 35A, 36F

IAP

CHARLOTTE

H-9C, 12G, L-36F

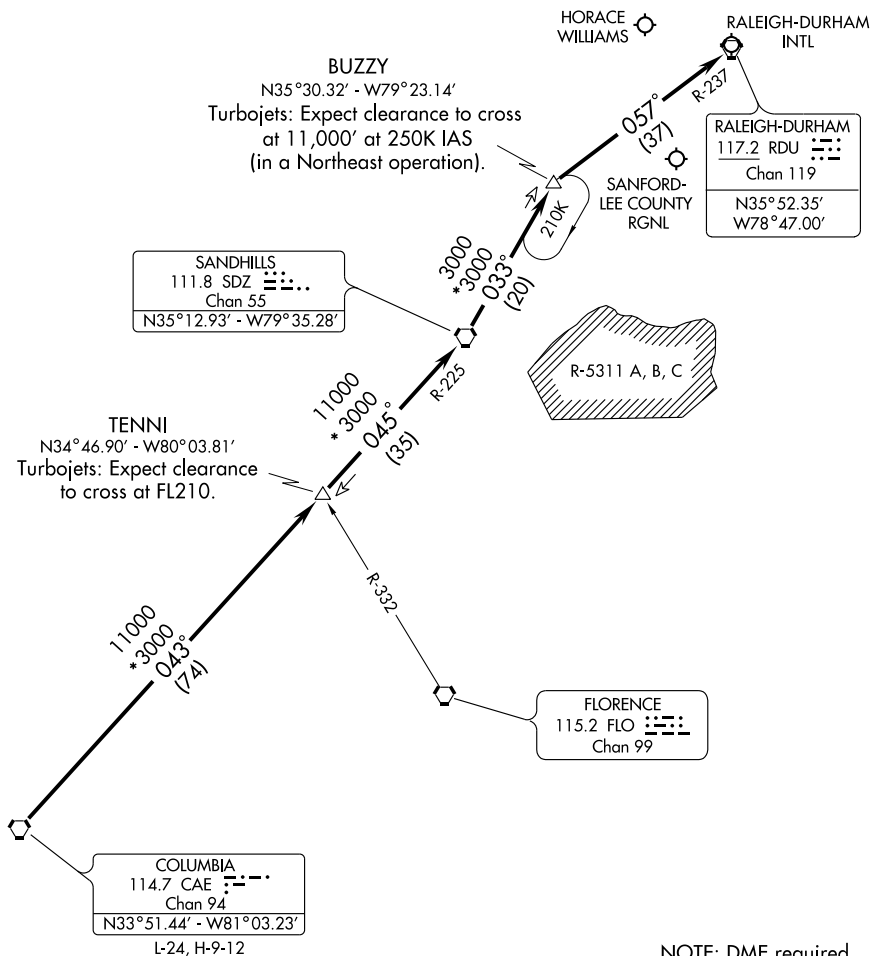
IAP

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
128.3 307.9
RALEIGH-DURHAM ATIS
123.8

PERSON COUNTY

HENDERSON-
OXFORD

From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

LOC/DME I-TTA 110.75 Chan 44 (Y)	APP CRS 029°	Rwy Idg TDZE Apt Elev	6500 246 247
--	------------------------	-----------------------------	---

ILS RWY 3

SANFORD-LEE COUNTY RGNL (TTA)



MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct LEECO NDB and hold.

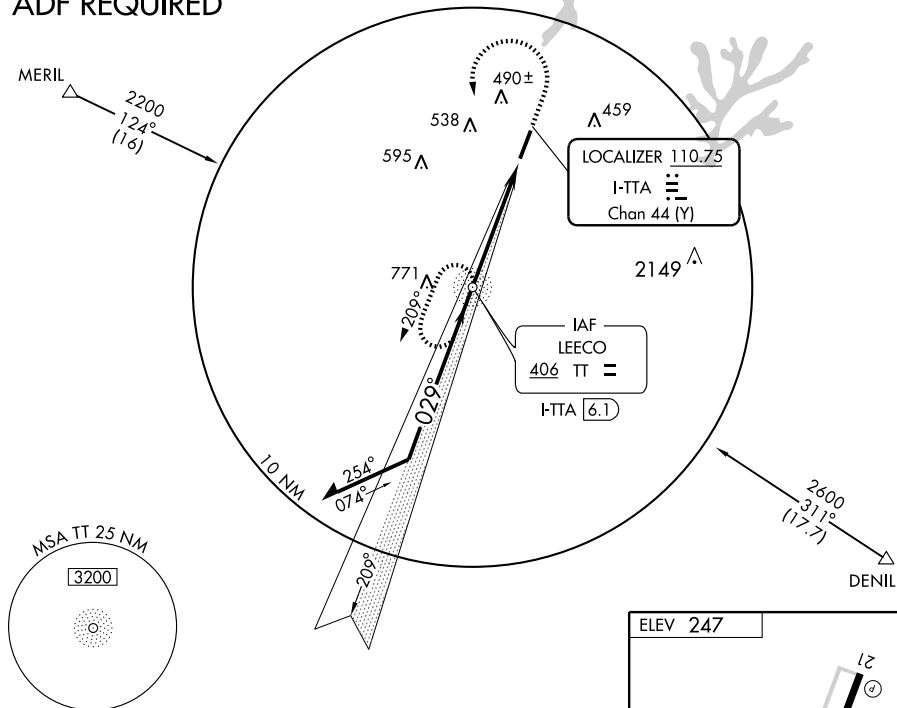
AWOS-3
120.625

RALEIGH APP CON
125.3 353.675

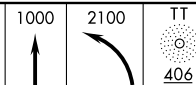
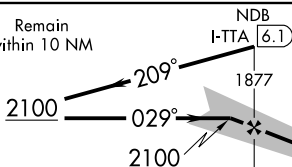
UNICOM
123.075 (CTAF)

GCO
135.075

ADF REQUIRED



Remain
within 10 NM

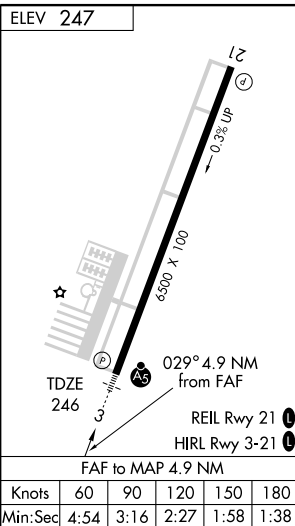


GS 3.00°
TCH 47



4.9 NM

CATEGORY	A	B	C	D
S-ILS 3	446-1/2 200 (200-1/2)			
S-LOC 3	740-1/2	494 (500-1/2)	740-3/4 494 (500-3/4)	740-1 494 (500-1)
CIRCLING	760-1 513 (600-1)	800-1 553 (600-1)	840-1 1/2 593 (600-1 1/2)	840-2 593 (600-2)



RNAV (GPS) RWY 3

SANFORD-LEE COUNTY RGNL (TTA)

APP CRS
029°

Rwy Ldg **6500**
TDZE **246**
Apt Elev **247**



Baro-VNAV NA below -1.5°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.



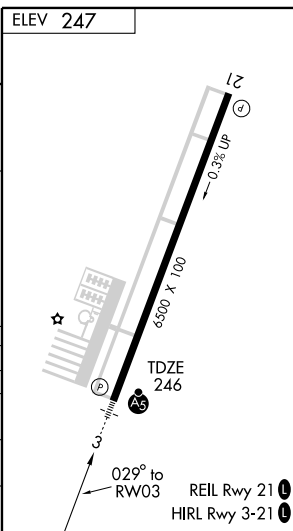
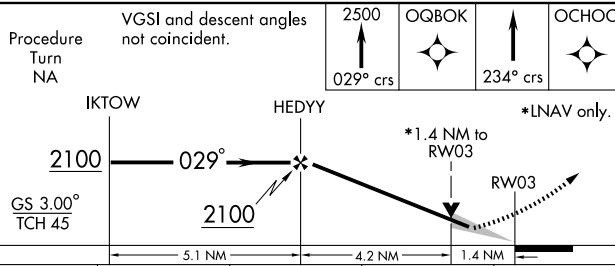
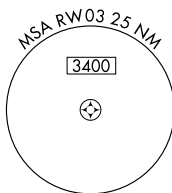
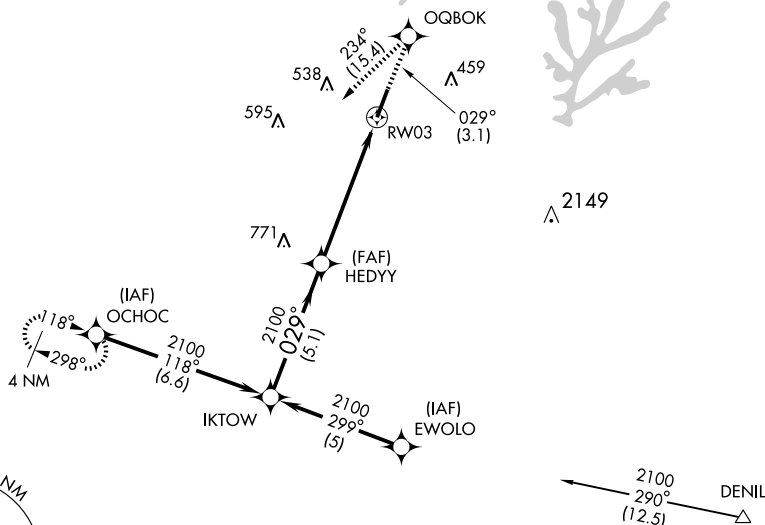
MISSED APPROACH: Climb to 2500 via 029° course to OQBOK WP then via 234° course to OCHOC WP and hold.

AWOS-3
120.625

RALEIGH APP CON
125.3 353.675

UNICOM
123.075 (CTAF)

GCO
135.075



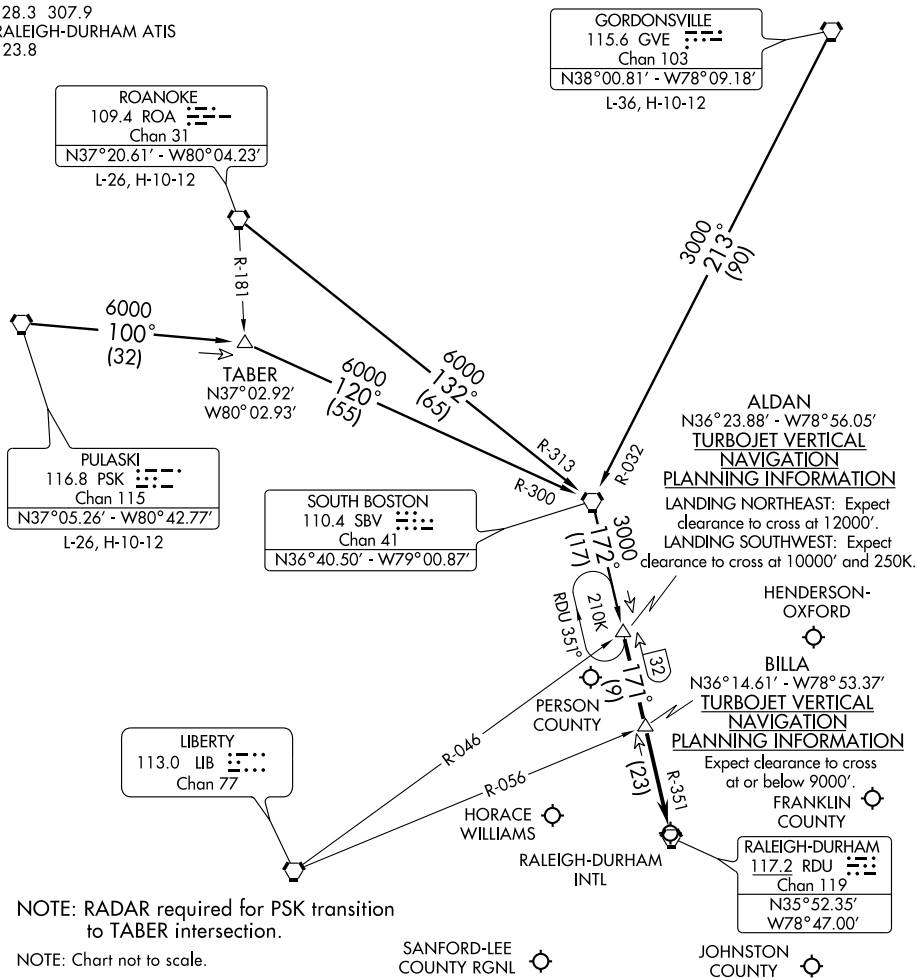
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.
For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

SHELBY—CLEVELAND CO RGNL (EHO) 3 SW UTC-5(-4DT) N35°15.35' W81°36.05'

CHARLOTTE

847 B S4 FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9B, 12G, L-25D

RWY 05-23: H5002X100 (ASPH) S-21 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 41'. Trees.

RWY 23: PAPI(P2L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat 1500-2000Z†, Sun 1800-2100Z†. Fuel avbl 24 hrs self-svc with credit card. For svc after hrs call 704-284-3321. Rwy 05 has 45' dropoff 100' from thld. Rwy 23 has 35' dropoff 600' from thld. After 0300Z†, ACTIVATE MIRL Rwy 05-23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

WEATHER DATA SOURCES: AWOS-3 118.425 (704) 487-0100.

COMMUNICATIONS: CTAF/UNICOM 122.8

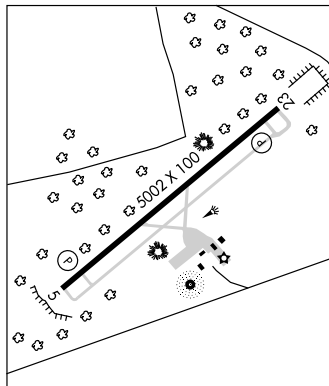
CHARLOTTE APP/DEP CON 134.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02'

W81°55.62' 052° 20.9 NM to fld. 910/02W.

FIRST RIVER NDB (MHW) 417 SLP N35°15.16' W81°35.93' at fld. NOTAM FILE RDU.



SHIFLET FLD (See MARION)

SILER CITY MUNI (5W8) 3 SW UTC-5(-4DT) N35°42.27' W79°30.24'

CHARLOTTE

614 B S4 FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9C, 12G, L-25E, 36F

RWY 04-22: H5000X75 (ASPH) S-25 MIRL 0.3% up NE

IAP

RWY 04: PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 22: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†, Sun 1700-2200Z†. After hrs fuel or svcs call 919-545-0138 or 919-619-2707. Fuel 100LL avbl 24 hrs self svc. Deer and birds on and in/ov arpt. MIRL Rwy 04-22 preset low ints dusk-0500Z†; to increase ints and ACTIVATE after 0500Z†—CTAF. PAPI Rwy 04 and 22 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.7

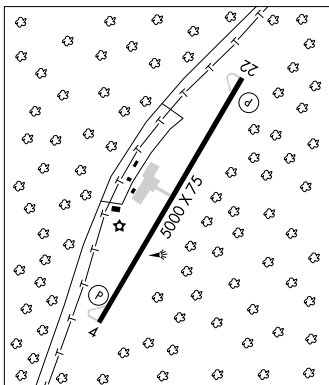
® GREENSBORO APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

LIBERTY (L) VORTAC 113.0 LIB Chan 77 N35°48.70'

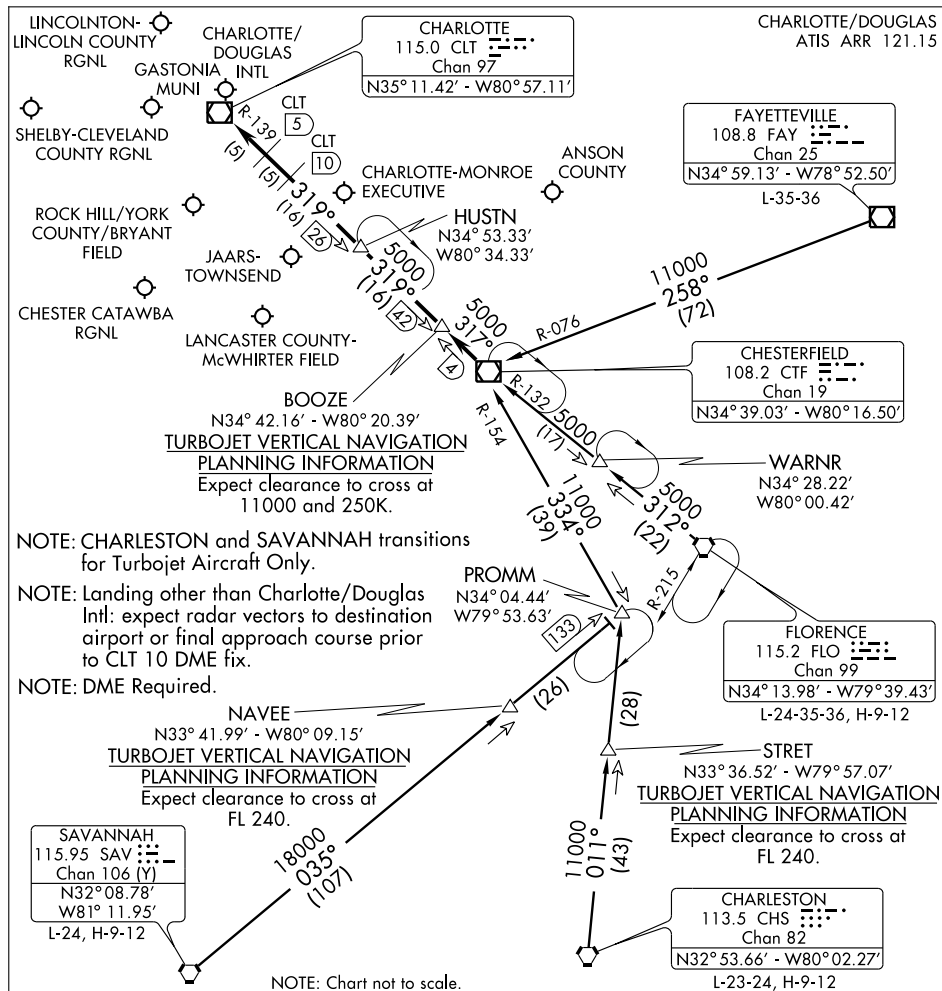
W79°36.76' 143° 8.3 NM to fld. 830/03W.

NDB (MHW) 371 TOX N35°45.69' W79°27.74' 218° 4.0 NM to fld.



CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° - 119°) **128.32**
 (120° - 245°) **120.05**
 (246° - 360°) **134.75**
 (180° - 359°) **257.2**
 (360° - 179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28'
 W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17'
 W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35'
 W78°47.00'
 L-36, H-9-12

LIBERTY
 113.0 LIB
 Chan 77
 N35°48.70'
 W79°36.76'

SUDSY
 N35°44.58'
 W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.

NOTE: RADAR required for LIB R-273.

NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273

to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

NDB SLP	APP CRS	Rwy Idg	5002
417	218°	TDZE	847
		Apt Elev	847

NDB RWY 23

SHELBY - CLEVELAND COUNTY RGNL (EHO)

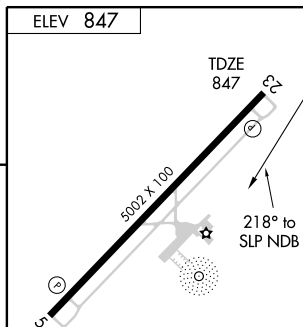
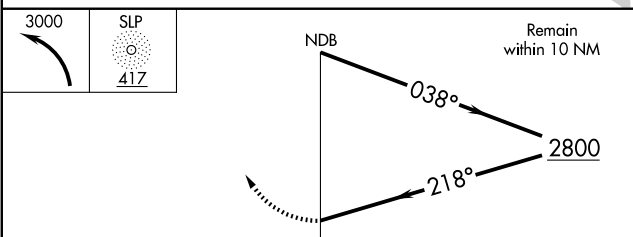
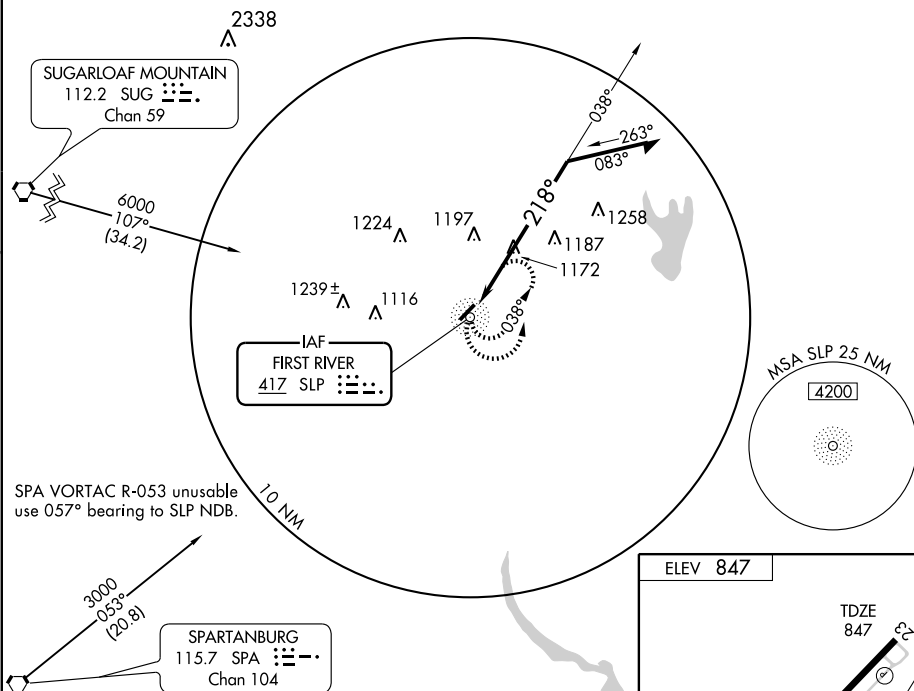
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat. C and D visibility ¼ mile and Circling Cat. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3
118.425

CHARLOTTE APP CON
134.75 257.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 0

APP CRS **050°**
 Rwy Idg **5002**
 TDZE **847**
 Apt Elev **847**

RNAV (GPS) RWY 5

SHELBY - CLEVELAND COUNTY RGNL (EHO)



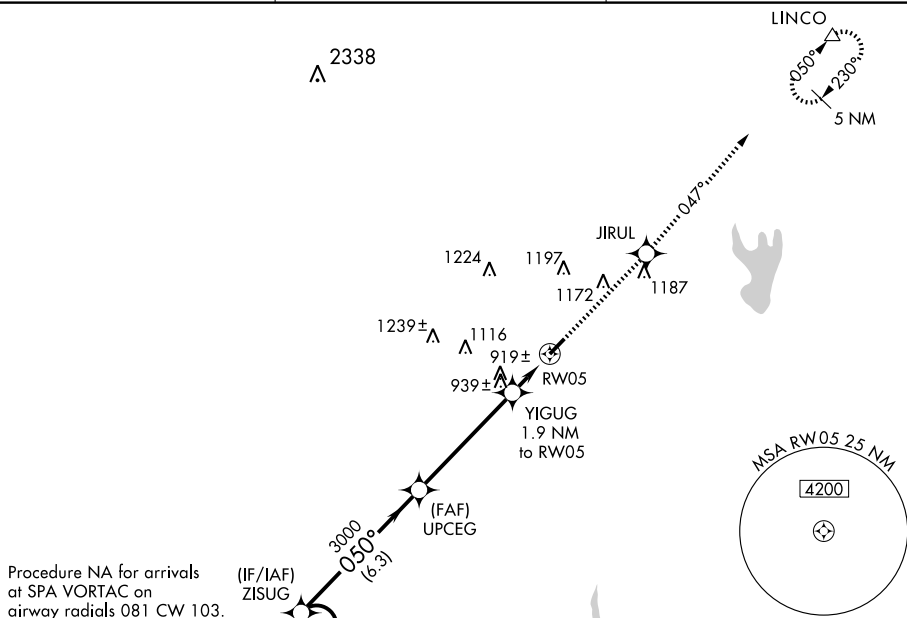
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received use Charlotte altimeter setting and increase all MDA 100 feet and LNAV Cat. C and Circling Cat. D visibility ¼ mile and LNAV Cat. D visibility ½ mile.

MISSED APPROACH: Climb to 4000
 direct JIRUL and via 047° track to
 LINCO and hold.

AWOS-3
118.425

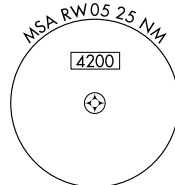
CHARLOTTE APP CON
134.75 257.2

UNICOM
122.8 (CTAF) 0



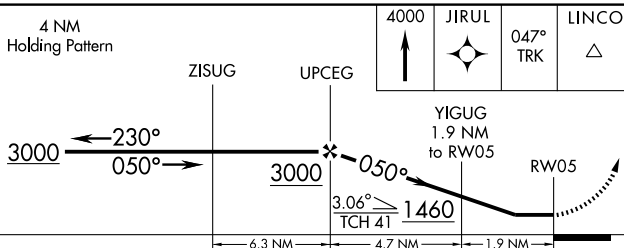
Procedure NA for arrivals
 at SPA VORTAC on
 airway radials 081 CW 103.

(IAF)
 SPARTANBURG
 SPA



ELEV 847

4 NM
 Holding Pattern



4000

JIRUL

047°

LINCO

YIGUG
 1.9 NM
 to RW05

RW05

3.06°
 TCH 41

1460

TDZE
 847
 050° to
 RW05

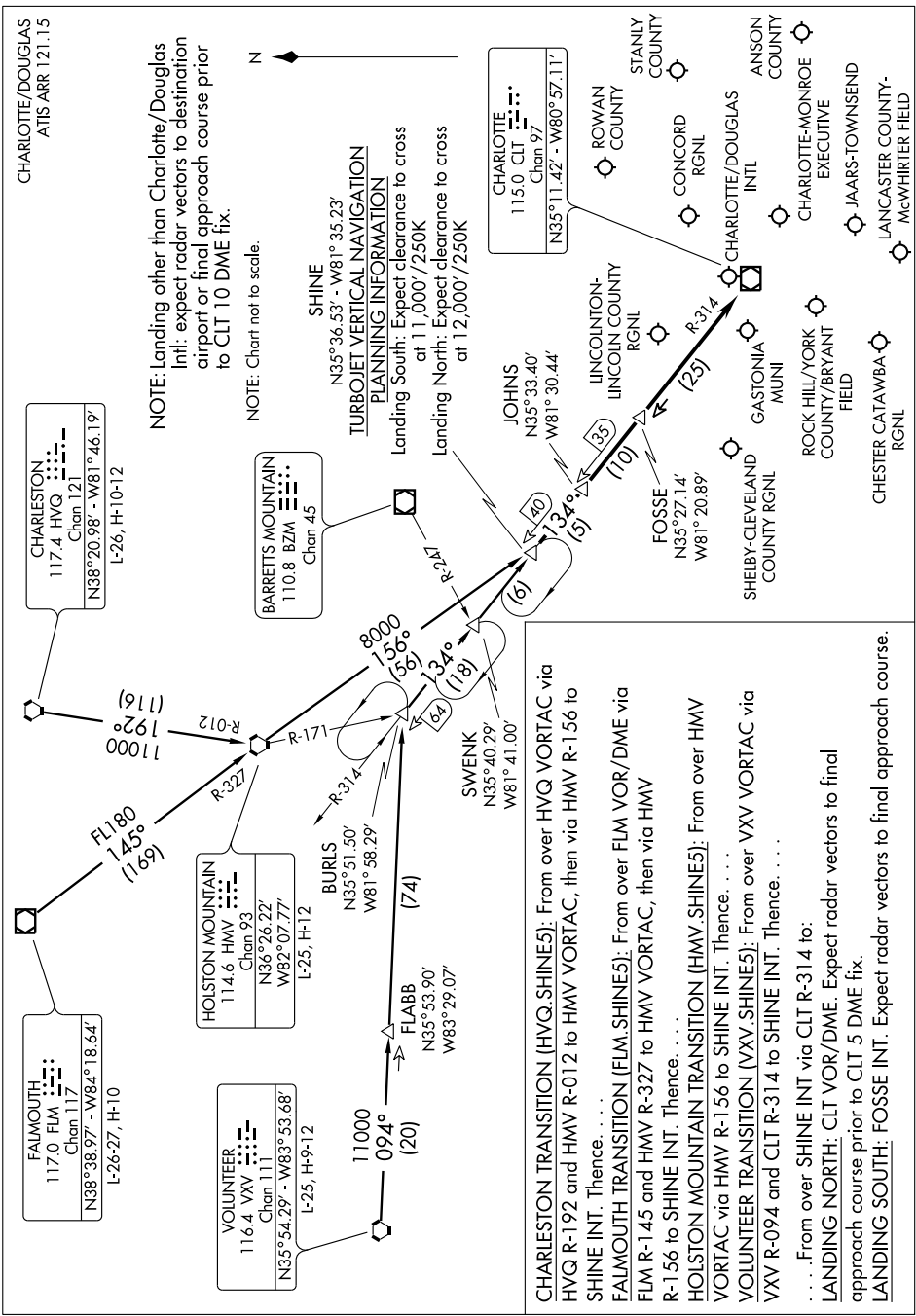
CATEGORY	A	B	C	D
LNAV MDA	1180-1 333 (400-1)			
CIRCLING	1240-1 393 (400-1)	1300-1 453 (500-1)	1300-1½ 453 (500-1½)	1480-2 633 (700-2)

MIRL Rwy 5-23 0

SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010

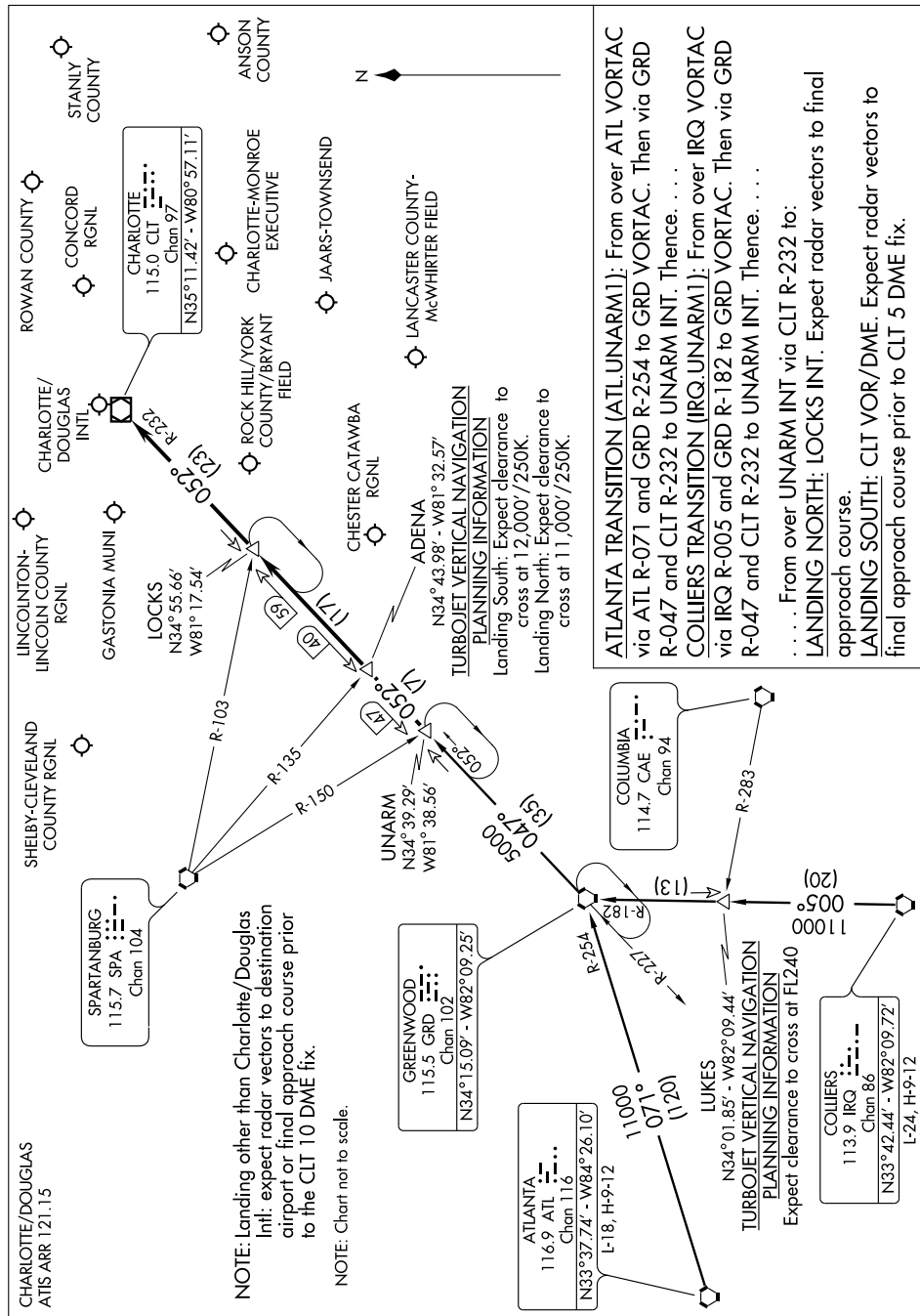


SE-2, 26 AUG 2010 to 23 SEP 2010

SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SHELBY—CLEVELAND CO RGNL (EHO) 3 SW UTC-5(-4DT) N35°15.35' W81°36.05'

CHARLOTTE

847 B S4 FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9B, 12G, L-25D

RWY 05-23: H5002X100 (ASPH) S-21 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 41'. Trees.

RWY 23: PAPI(P2L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat

1500-2000Z†, Sun 1800-2100Z†. Fuel avbl 24 hrs self-svc with credit card. For svc after hrs call 704-284-3321. Rwy 05 has 45' dropoff 100' from thld. Rwy 23 has 35' dropoff 600' from thld. After 0300Z†, ACTIVATE MIRL Rwy 05-23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

WEATHER DATA SOURCES: AWOS-3 118.425 (704) 487-0100.**COMMUNICATIONS:** CTAF/UNICOM 122.8

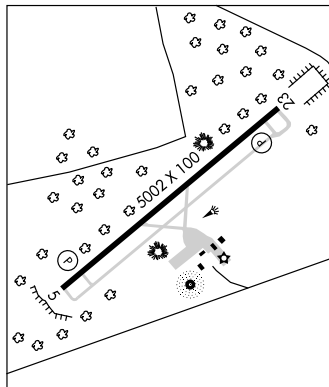
CHARLOTTE APP/DEP CON 134.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02'

W81°55.62' 052° 20.9 NM to fld. 910/02W.

FIRST RIVER NDB (MHW) 417 SLP N35°15.16' W81°35.93' at fld. NOTAM FILE RDU.

**SHIFLET FLD** (See MARION)**SILER CITY MUNI** (5W8) 3 SW UTC-5(-4DT) N35°42.27' W79°30.24'

CHARLOTTE

614 B S4 FUEL 100LL, JET A1+ NOTAM FILE RDU

H-9C, 12G, L-25E, 36F

RWY 04-22: H5000X75 (ASPH) S-25 MIRL 0.3% up NE

IAP

RWY 04: PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 22: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†, Sun

1700-2200Z†. After hrs fuel or svcs call 919-545-0138 or 919-619-2707. Fuel 100LL avbl 24 hrs self svc. Deer and birds on and in/ov arpt. MIRL Rwy 04-22 preset low ints dusk-0500Z†; to increase ints and ACTIVATE after 0500Z†—CTAF. PAPI Rwy 04 and 22 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.7

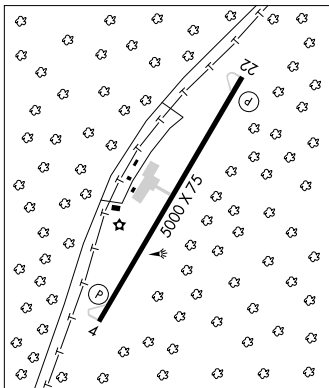
® GREENSBORO APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

LIBERTY (L) VORTAC 113.0 LIB Chan 77 N35°48.70'

W79°36.76' 143° 8.3 NM to fld. 830/03W.

NDB (MHW) 371 TOX N35°45.69' W79°27.74' 218° 4.0 NM to fld.



NDB TOX 371	APP CRS 218°	Rwy Idg TDZE Apt Elev	5000 614 614
-----------------------	------------------------	-----------------------------	---

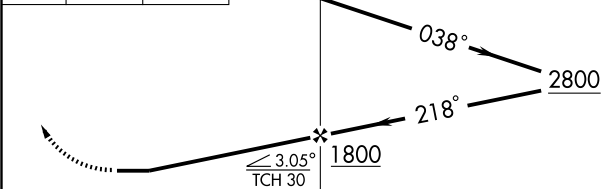
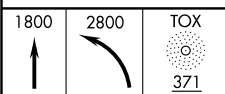
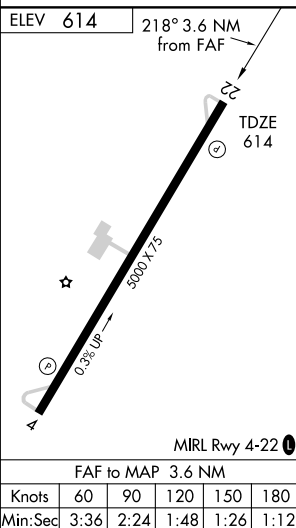
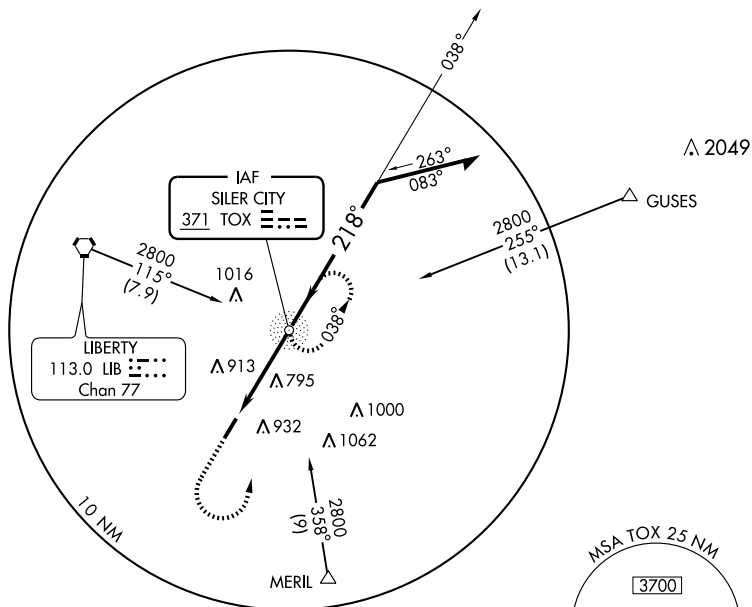
NDB RWY 22

SILER CITY MUNI (5W8)

 NA	Use Greensboro altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2800 direct TOX NDB and hold.
---	-----------------------------------	---

GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF)




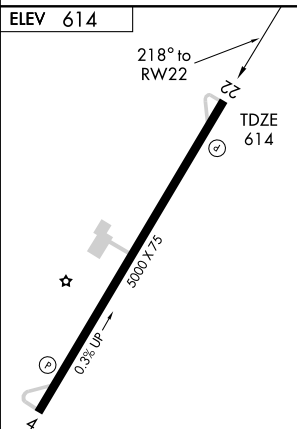
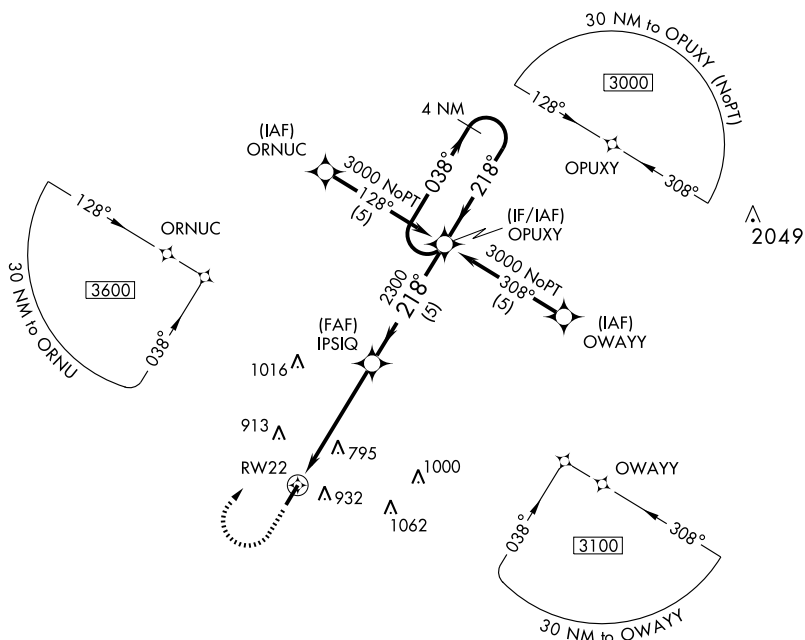
CATEGORY	A	B	C	D
S-22	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA




APP CRS 218°	Rwy Idg TDZE Apt Elev	5000 614 614
------------------------	-----------------------------	---

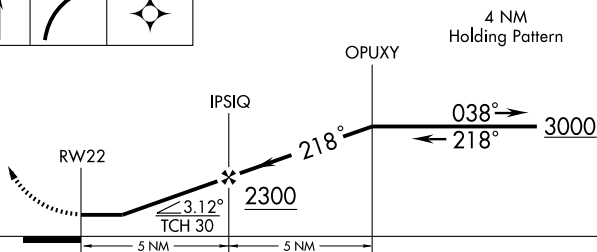
RNAV (GPS) RWY 22

SILER CITY MUNI (5W8)

 NA	Use Greensboro altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPUXY WP and hold.
	GREENSBORO APP CON 118.5 327.075	UNICOM 122.7 (CTAF) 0



1600	3000	OPUXY
		



CATEGORY	A	B	C	D
LNAV MDA	1240-1	626 (700-1)	1240-1 ³ / ₄ 626 (700-1 ³ / ₄)	NA
CIRCLING	1400-1 786 (800-1)	1400-1 ¹ / ₄ 786 (800-1 ¹ / ₄)	1400-2 ¹ / ₄ 786 (800-2 ¹ / ₄)	NA

VORTAC LIB 113.0 Chan 77	APP CRS 144°	Rwy Idg TDZE Apt Elev	N/A N/A 614
--	------------------------	-----------------------------	--

VOR or GPS-A

SILER CITY MUNI (5W8)

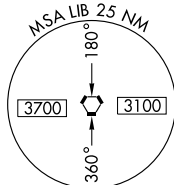
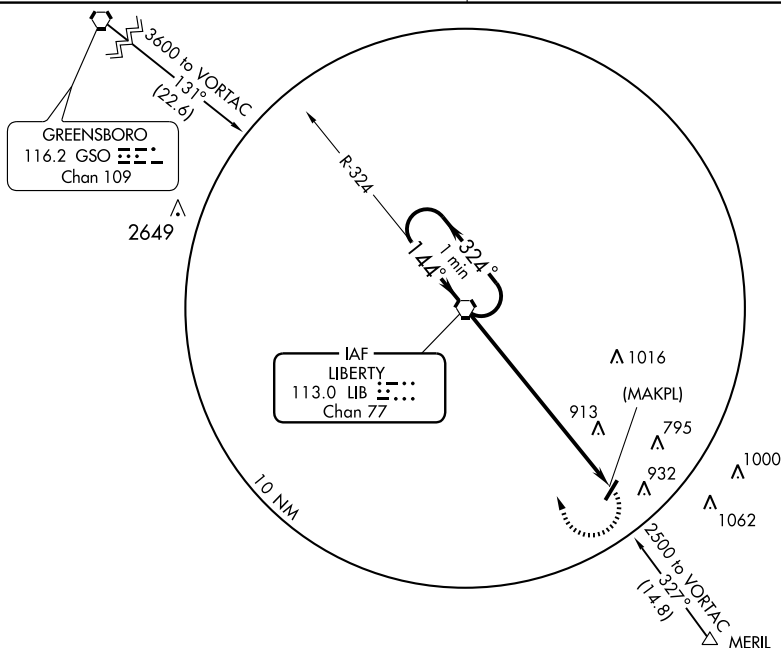
▼
▲ NA

Use Greensboro altimeter setting.

MISSED APPROACH: Climbing right turn to 2500
via LIB R-144 to LIB VORTAC and hold.

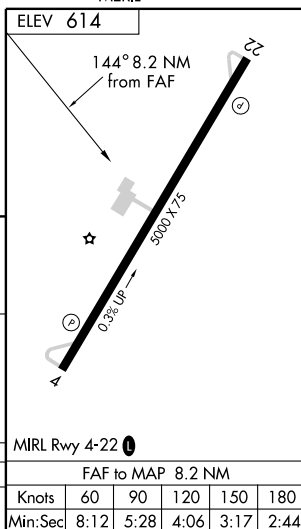
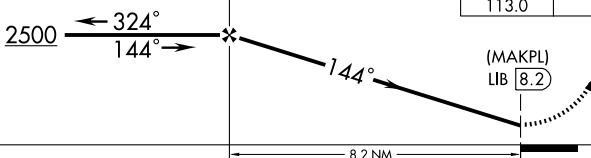
GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) 0



One Minute
Holding Pattern

VORTAC



CATEGORY	A	B	C	D	FAF to MAP 8.2 NM					
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec	8:12	5:28	4:06	3:17	2:44

SIMMONS AAF (FORT BRAGG) (FBG)(KFBG) A 1 E UTC-5(-4DT) N35°07.92' W78°56.17' **CHARLOTTE**
 244 B TPA—See Remarks NOTAM FILE FBG Not insp. **H-9C, 12G, L-35A, 36F**
RWY 09-27: H5011X110 (ASPH) PCN 20 F/A/W/T MIRL **DIAP, AD**
RWY 09: Thld dsplcd 705'.
RWY 27: REIL. PAPI(P2L)—GA 2.9° TCH 39'. Thld dsplcd 197'.
MILITARY SERVICE: FUEL J8 24hr PPR for cold fuel. Hot refuel hrs Mon-Fri 2100-0500Z‡.
MILITARY REMARKS: Opr Mon-Fri 1200-0400Z‡ Sat-Sun 1200-2000Z‡, CLOSED holidays. When twr and/or surface visibility is blo 4 SM the lesser value will be reported as prevailing. See FLIP AP/1 Flt Hazard and Supplementary Arpt Remark. **RSTD** 24 hr PPR for remain overnight and all civil acft, DSN 236-7804, C910-396-7804. No Haz Cargo area avbl. **CAUTION** Bird hazard. Arpt perimeter lgt may cause pilot distraction. **TFC PAT** TPA—Fixed-wing 1250(1006), rotary-wing 1000(756). **MISC** Pilots notify Simmons OPS 20 minutes out with Code 6 or abv on board. All acft ctc GND CON prior to engine start. All wheeled rotary-wing acft gnd taxi until reaching twy. No refuel avbl on VIP spots.
COMMUNICATIONS: ATIS 139.25
 Ⓡ **FAYETTEVILLE APP/DEP CON** 133.0 295.0
TOWER 125.9 240.625 (Mon 0510Z‡-Sat 0400Z‡, clsd holidays) **GND CON** 121.9 229.4 **CLNC DEL** 121.9 229.4
FLT ADVISORY 125.9 240.625 **PMSV METRO** 141.25 265.6 (Mon 0400Z‡-Sat 0400Z‡, clsd holidays. Full svc during opr hr, other times remote briefing from 26 OWS Barksdale AFB, LA, DSN 781-4775, C318-456-4775.
BASE OPS 142.35 245.5
AIRSPACE: CLASS D svc Mon 0510Z‡-Sat 0400Z‡, clsd holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FAY.
FAYETTEVILLE (L) VOR/DME 108.8 FAY Chan 25 N34°59.13' W78°56.38' 273° 6.1 NM to fld. 179/04W.
FORT BRAGG NDB (MHW) 393 FGP N35°08.33' W78°48.75' 275° 6.1 NM to fld. NOTAM FILE FBG.
 Unmonitored Mon-Fri 0400-1200Z‡, Sat-Sun and holidays 2000-1200Z‡. No NOTAM MP 1st Mon 1300-1330Z‡.
ASR/PAR Mon-Fri 1200-0400Z‡, clsd holidays)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

SKY MANOR (See JACKSONVILLE)

SLAMMER N36°22.90' W79°45.77' NOTAM FILE RDU. **CINCINNATI**
NDB (MHW) 423 SIF 315° 5.4 NM to Rockingham Co NC Shiloh. NDB unmonitored. **L-26J, 36F**

SMITHFIELD

JOHNSTON CO (JNX) 3 NW UTC-5(-4DT) N35°32.46' W78°23.42' **CHARLOTTE**
 164 B S4 **FUEL** 100LL, JET A1+ TPA—1199(1035) NOTAM FILE JNX **H-9C, 12G, L-35B, 36F**
RWY 03-21: H5500X100 (ASPH) S-65, D-65 MIRL 0.3% up NE **IAP**
RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Trees.
RWY 21: REIL. PAPI(P4L)—GA 4.0° TCH 49'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0000Z‡, Sat and Sun 1300-2300Z‡. Unattended Thanksgiving and Christmas day. Deer on and in/ov arpt. Be alert when taxiing near south ramp/corporate hangar. Rwy 03-21 30' dropoff 350' from Rwy 21 thld to left and right of centerline. 50' AGL twr 200' SW of Rwy 03 centerline. Avoid overflights of housing area in tfc pattern for noise abatement. Fly wider down winds and longer dep legs. Between 0130-1100Z‡ ACTIVATE MIRL Rwy 03-21, MALSR Rwy 03, REIL Rwy 21, PAPI Rwy 03 and Rwy 21, and twy lghts—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.225 (919) 934-3851.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **RALEIGH APP/DEP** 125.3

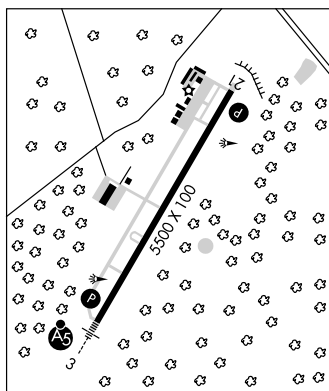
GCO 135.075 (RALEIGH CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

RALEIGH/DURHAM (H) VORTACW 117.2 RDU Chan 119 N35°52.35' W78°47.00' 140° 27.6 NM to fld. 429/04W.

JURLY NDB (MHW/LOM) 263 JN N35°28.50' W78°25.52' 032° 4.3 NM to fld. NOTAM FILE JNX. NDB unmonitored 2200-1300Z‡. NDB unusable byd 15 NM.

ILS/DME 111.15 I-JNX Chan 48(Y) Rwy 03. Class IB. LOM JURLY NDB. JURLY (JN) NDB unmonitored 2200-1300Z‡. ILS GS/LOC unmonitored 2200-1300Z‡. DME unmonitored. JURLY(JN) NDB unusable byd 15 NM. OM OTS indef.



SMITH REYNOLDS (See WINSTON SALEM)

LOC/DME I-JNX
111.15
 Chan **48**(Y)

APP CRS
032°

Rwy Idg
 TDZE **147**
 Apt Elev **164**

ILS or LOC RWY 3

SMITHFIELD/JOHNSTON COUNTY (JNX)

When local altimeter setting not received, use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet and increase S-LOC 3 Cat C and D and Circling Cat C and D visibility ¼ mile. Increase JONIR DME fix S-LOC 3 Cat C and D and Circling Cat C and D visibility ¼ mile. ADF and DME or RADAR Required.

MALSR



MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JNX NDB and hold.

AWOS-3
120.225

RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
122.8 (CTAF) **1**

△ 2349

WENDI

2900 to NDB
 193° (14.7)

△ BRADE

LOCALIZER **111.15**
 I-JNX
 Chan **48**(Y)

IAF
 JURLY
 263 JNX

JIHDI
 I-JNX **5.2**
 RADAR

JONIR
 I-JNX **3.5**

ALTERNATE
 MISSED APCH FIX

117.2 RDU
 Chan 119
 120°
 300°-R-120
 BRADE

MSA JNX 25 NM

3400

ADF REQUIRED

Remain
 within 10 NM

NDB

1000

1700

JNX

ELEV 164

GS 3.00°
 TCH 50

VGSI and ILS Glidepath
 not coincident.

JIHDI
 I-JNX **5.2**
 RADAR

JONIR
 I-JNX **3.5**

I-JNX **1.2**

*LOC only

1500

1500

*940

1500

1500

1.7 NM

2.3 NM

CATEGORY	A	B	C	D
S-ILS 3		347-1/2	200 (200-1/2)	
S-LOC 3	940-1/2 793 (800-1/2)	940-3/4 793 (800-3/4)	940-1 3/4 793 (800-1 3/4)	940-2 793 (800-2)
CIRCLING	940-1 776 (800-1)	940-1 1/4 776 (800-1 1/4)	940-2 1/4 776 (800-2 1/4)	960-2 1/2 796 (800-2 1/2)
JONIR DME FIX MINIMUMS				
S-LOC 3	780-1/2 633 (700-1/2)	780-1 1/4 633 (700-1 1/4)	780-1 1/2 633 (700-1 1/2)	
CIRCLING	780-1 616 (700-1)	780-1 3/4 616 (700-1 3/4)	960-2 1/2 796 (800-2 1/2)	

TDZE
 147

0.3% Up

032° 4.1 NM
 from FAF

MIRL Rwy 3-21 **1**

REIL Rwy 21 **1**

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NDB JNX 263	APP CRS 032°	Rwy Idg TDZE Apt Elev	5500 147 164
-----------------------	------------------------	-----------------------------	---

NDB RWY 3

SMITHFIELD/JOHNSTON COUNTY (JNX)

NA When local altimeter not received, use Erwin altimeter setting and increase all MDA 60 feet and S-3 and Circling Cats C and D visibility ¼ mile. For inoperative MALS, increase S-3 visibility Cat B to 1¼ mile. For inoperative MALS when using Erwin altimeter setting increase S-3 visibility Cat B to 1¼ mile.

MALSR



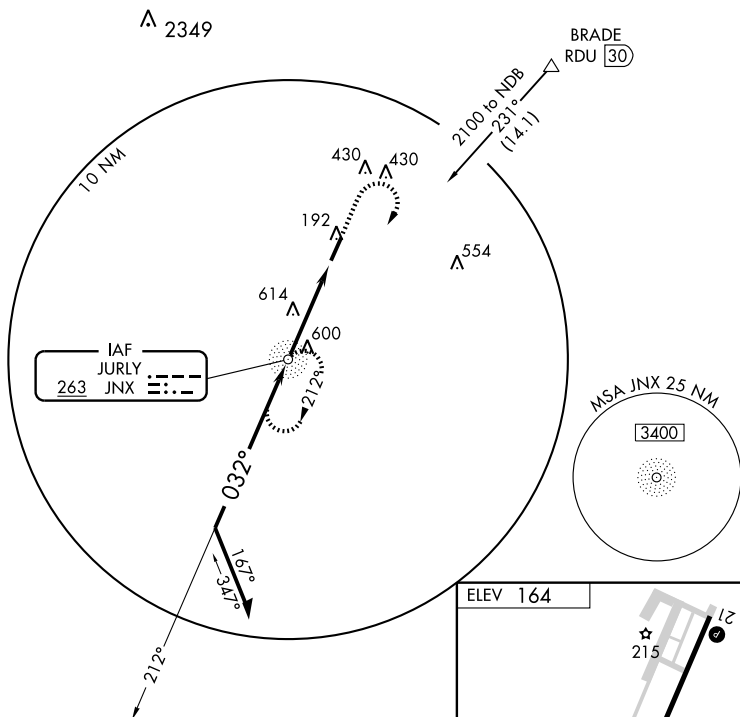
MISSED APPROACH: Climb to 1400 then climbing right turn to 1700 direct JNX NDB and hold.

AWOS-3
120.225

RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM

1700

212°

NDB

032°

VGSI and descent angles
not coincident.

1500

3.20°

TCH 45

3.9 NM



ELEV 164

TDZE 147

032° 3.9 NM from FAF

MIRL Rwy 3-21 0

REIL Rwy 21 0

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SMITHFIELD, NORTH CAROLINA

Amdt 1 26AUG10

SMITHFIELD/JOHNSTON COUNTY (JNX)

35°32'N - 78°23'W

NDB RWY 3

WAAS CH 48819 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	5500 147 164
--------------------------	-----------------	-----------------------------	--------------------

RNAV (GPS) RWY 3

SMITHFIELD/JOHNSTON COUNTY (JNX)

▼ Baro-VNAV NA when using Erwin altimeter setting. For uncompensated
▲ DME/VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. VDP NA with Erwin altimeter setting. When local altimeter
setting not received, use Erwin altimeter setting and increase all DA 50 feet and all
MDA 60 feet and LNAV and Circling Cats B, C and D visibility ¼ mile. Inoperative
table does not apply to LNAV/VNAV and LNAV/VNAV when using Erwin altimeter
setting.

MALSR

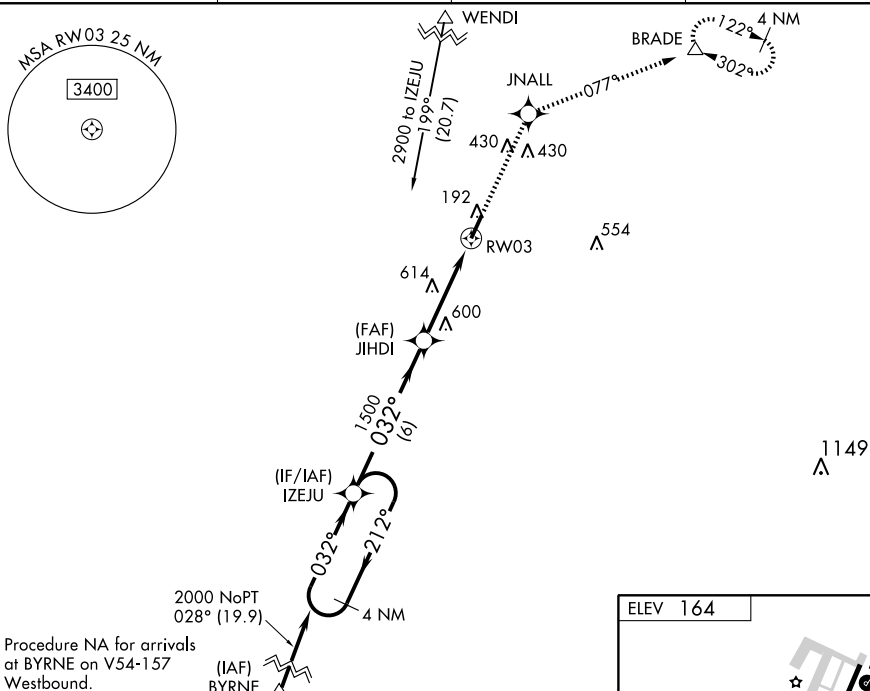


MISSED APPROACH:
Climb to 2000 direct
JNALL and on track
077° to BRADE and
hold.

AWOS-3
120.225

RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals
at BYRNE on V54-157
Westbound.

ELEV 164

4 NM Holding Pattern

2000 ← 212° 032° →

GS 3.00° TCH 50

IZEJU

032°

JIHD 1500

1500

*2.2 NM to RW03

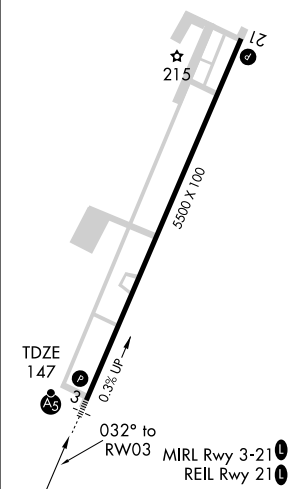
RW03

*LNAV only.

2000	JNALL	tr 077°	BRAD
------	-------	---------	------

VGS1 and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	347-1/2 200 (200-1/2)			
LNAV/ VNAV DA	1076-4 929 (1000-4)			
LNAV MDA	880-1/2 733 (800-1/2)		880-1 1/2 733 (800-1 1/2)	880-1 3/4 733 (800-1 3/4)
CIRCLING	880-1 716 (800-1)		880-2 716 (800-2)	960-2 1/2 796 (800-2 1/2)



SMITHFIELD, NORTH CAROLINA

Orig 26AUG10

SMITHFIELD/JOHNSTON COUNTY (JNX)

35°32'N - 78°23'W

RNAV (GPS) RWY 3

SE-2. 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5500
212°	TDZE	164
	Apt Elev	164

RNAV (GPS) RWY 21

SMITHFIELD/JOHNSTON COUNTY (JNX)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Erwin altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¼ mile. VDP NA with Erwin altimeter setting.

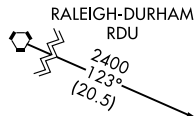
MISSED APPROACH: Climbing left turn to 2000 direct BRADE and hold.

AWOS-3
120.225

RALEIGH APP CON
125.3 353.675

GCO
135.075

UNICOM
122.8 (CTAF) ①



Procedure NA for arrivals on RDU VORTAC airway radials 063 CW 120.

Λ 2349

(IAF) WUPEK

2000
122°
(5)

(IF) HUNUL

2000
302°
(5)

(IAF) JUGET

4NM

BRADE
122°
302°

CUMUT
1.7 NM
to RW21

430

212°

349 ±

430

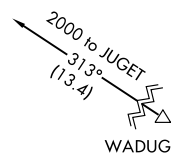
192

RW21

Λ 554

614 Λ

Λ 600



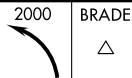
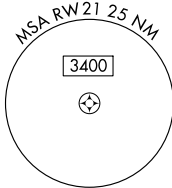
ELEV 164

212° to RW21

215

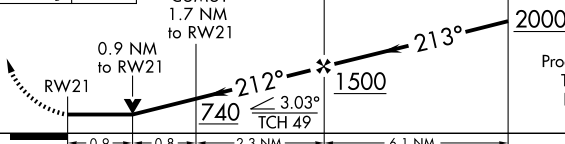
TDZE 164

MIRL Rwy 3-21 ①
REIL Rwy 21 ①



VGSI and descent angles not coincident.

HUNUL



Procedure Turn NA

CATEGORY	A	B	C	D
LNNAV MDA	600-1	436 (500-1)	600-1¼ 436 (500-1¼)	600-1½ 436 (500-1½)
CIRCLING	660-1	496 (500-1)	660-1½ 496 (500-1½)	960-2½ 796 (800-2½)

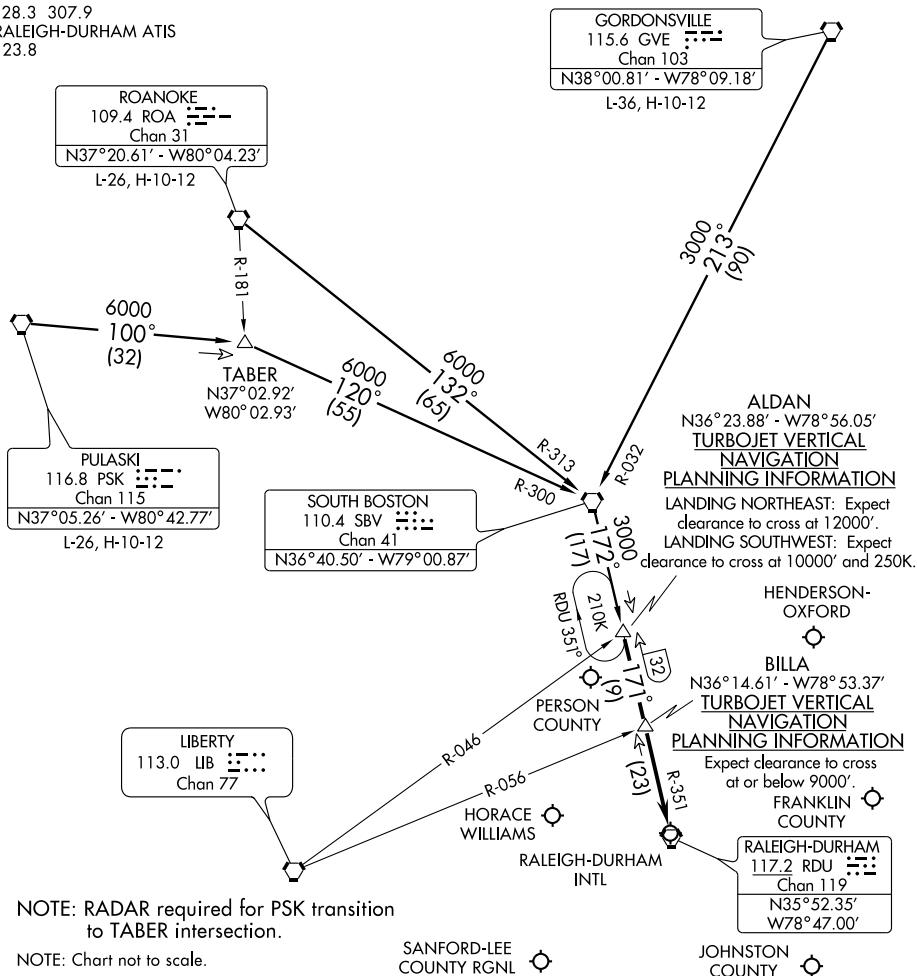
SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH APP CON

128.3 307.9

RALEIGH-DURHAM ATIS

123.8



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports:

Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA

SOUTHEAST GREENSBORO (See GREENSBORO)**SPRUCE PINE****EVERY CO/MORRISON FLD** (7A8) 4 NE UTC-5(-4DT) N35°56.67' W81°59.74'**CHARLOTTE**

2750 S4 FUEL 100LL, JET A NOTAM FILE RDU

L-25C

RWY 17-35: H3000X50 (ASPH) S-12.5

RWY 17: Building. Rgt tfc.

RWY 35: Trees.

AIRPORT REMARKS: Attended Tue-Fri 1400-2200Z, Sat 1600-2300Z, Sun 1800-2300Z. CLOSED on Mon.

Self-svc fueling after hrs with credit card. JET A with additive premixed. FBO svc avbl. Arpt rstd to VFR only. Rwy

35 mountainous terrain above rwy elevation - 6000' from rwy end - 650' above rwy elevation - on centerline.

Rwy 35 has 60' dropoff 200' from thld and 60' dropoff 70' left of centerline. Rwy 17 has 40' dropoff 300' from

thld. Military ops in and around vicinity of arpt. Wildlife in and around vicinity of arpt. Gravel mining ops west of

and adjacent to rwy. High terrain all quadrants, daylight VFR ops only, Rwy 35 uphill grade, Rwy 17 rgt traffic

preferred for takeoff. Rwy 17 preferred for tkfs - Rwy 35 preferred for landings. Arpt phone number

828-766-8187.

COMMUNICATIONS: CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HMY Chan 93 N36°26.22' W82°07.77' 172° 30.2 NM to fld.
4321/04W.**STALS** N35°14.64' W77°41.90' NOTAM FILE ISO.**CHARLOTTE**

NDB (LOM) 276 IS 049° 6.8 NM to Kinston Rgnl Jetport At Stallings Fld.

STANLY CO (See ALBEMARLE)**STAR****MONTGOMERY CO** (43A) 0 NE UTC-5(-4DT) N35°23.08' W79°47.42'**CHARLOTTE**

628 B S4 FUEL 100LL, JET A NOTAM FILE RDU

L-25E, 36F

RWY 03-21: H4001X75 (ASPH) S-11.4 MIRL

RWY 03: Trees.

RWY 21: Thld dsplcd 460'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z. Deer occasionally on rwy. 40' p-line 350'-750' from thld Rwy 21 across
and left of centerline. 20'-25' depressed area 180' S of Rwy 03 thld on centerline. Rwy 03 has uphill grade.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.**SANDHILLS (L) VORTAC** 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 319° 14.2 NM to fld. 590/03W.**STATESVILLE RGNL** (SVH) 3 SW UTC-5(-4DT) N35°45.90' W80°57.23'**CHARLOTTE**

968 B S4 FUEL 100LL, JET A, JET A1+ OX 1,3 TPA-1768(800)

H-9B, 12G, L-25D

NOTAM FILE SVH

IAF

RWY 10-28: H7006X100 (ASPH) S-30, D-100 HIRL

RWY 10: REIL. PAPI(P2L)-GA 3.0° TCH 61'. Thld dsplcd 1000'.

Trees.

RWY 28: MALSR. PAPI(P2L)-GA 3.0° TCH 57'. Thld dsplcd 550'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA-7006 TODA-7006 ASDA-6456 LDA-5456

RWY 28: TORA-7006 TODA-7006 ASDA-6006 LDA-5456

AIRPORT REMARKS: Attended Mon-Fri 1100-0200Z, Sat-Sun

1300-0200Z. For after hrs svc call (704) 236-3319 or (704)

987-8679. Rwy 28 has 100' drop-off 250' right of centerline.

ACTIVATE REIL Rwy 10, MALSR Rwy 28, PAPI Rwy 10 and Rwy

28-CTAF. HIRL Rwy 10-28 preset on med ints dusk-0400Z, to

increase inst ACTIVATE-CTAF. After 0400Z ACTIVATE HIRL Rwy

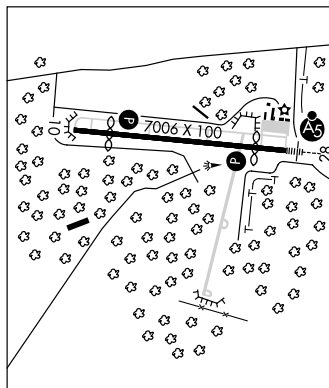
10-28-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.225 (704) 873-1978.**COMMUNICATIONS:** CTAF/UNICOM 123.075

® ATLANTA CENTER APP/DEP CON 125.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.**BARRETT'S MOUNTAIN (L) VOR/DME** 110.8 BZM Chan 45 N35°52.13' W81°14.43' 120° 15.3 NM to fld.
1880/06W.

ILS/DME 111.75 I-SVH Chan 54(Y) Rwy 28. LOC unusable byd 15° right of course.

COMM/NAV/WEATHER REMARKS: AWOS-3 wind unavailable.

LOC/DME I-SVH
111.75
 Chan **54** (Y)

APP CRS
282°

Rwy Idg **5456**
 TDZE **966**
 Apt Elev **968**

ILS or LOC/DME RWY 28

STATESVILLE RGNL (SVH)

▼ If local altimeter setting not received, use Lincoln ton
 ▲ NA altimeter setting and increase all DH/MDAs 60 feet.



MISSED APPROACH: Climb to 1700 then climbing
 left turn to 3400 via heading 080° and CLT R-024
 to PEGTE INT/I-SVH 12.2 DME and hold.

AWOS-3
119.225

ATLANTA CENTER
125.15 263.0

UNICOM
123.075 (CTAF) 0

BARRETTS MOUNTAIN
 110.8 BZM
 Chan 45

3400 to PEGTE
 113°
 (26.5)

IAF
 GREENSBORO
 116.2 GSO
 Chan 109

3400 NoPT
 247°
 (40.6)

LOCALIZER 111.75
 I-SVH
 Chan 54 (Y)

HESAB
 I-SVH (6.1)

(IF/IAF)
 PEGTE INT
 I-SVH 12.2
 GSO 40.6

MSA BZM 25 NM
 5800

ELEV 968



282° 5 NM
 from FAF

1040
 TDZE 966

1700
 3400
 hdg
 080°

CLT
 R-024

PEGTE

VGSI and ILS glidepath not coincident.

HESAB
 I-SVH (6.1)

PEGTE
 I-SVH 12.2

One Minute
 Holding Pattern

I-SVH
 1.2

I-SVH
 2.1

2600
 2600

102°
 282°
 3400

GS 3.00°
 TCH 50

CATEGORY	A	B	C	D
S-ILS 28	1166-1/2 200 (200-1/2)			
S-LOC 28	1280-1/2 314 (400-1/2)			1280-3/4 314 (400-3/4)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1 1/2 572 (600-1 1/2)	1540-2 572 (600-2)

REIL Rwy 10
 HIRL Rwy 10-28

APP CRS **102°**
 Rwy Idg **5456**
 TDZE **965**
 Apt Elev **965**

RNAV (GPS) RWY 10

STATESVILLE RGNL (SVH)

▼ If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet. VDP NA when using Lincolnton altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct LACIS and via 117° track to OWALT and hold, continue climb-in-hold to 3500.

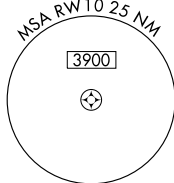
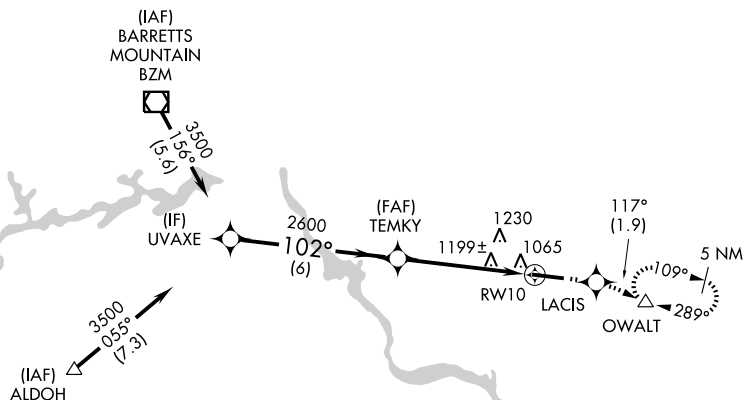
AWOS-3
119.225

ATLANTA CENTER
125.15 263.0

UNICOM
123.075 (CTAF) 0

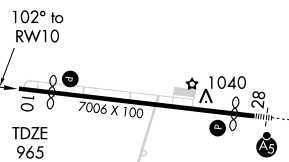
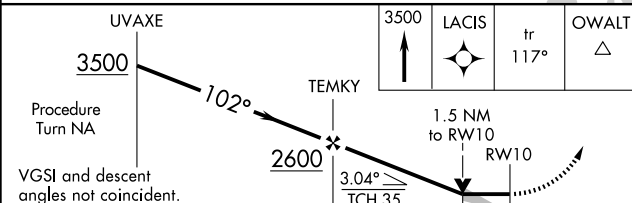
• 2580

Procedure NA for arrivals at BZM
 VOR/DME via V259 northwestbound.



ELEV 965

D



CATEGORY	A	B	C	D
RNAV MDA	1460-1	495 (500-1)	1460-1¼ 495 (500-1¼)	1460-1½ 495 (500-1½)
CIRCLING	1460-1 495 (500-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 **0**
 HIRL Rwy 10-28 **0**

WAAS CH 60903 W28A	APP CRS 282°	Rwy Idg 5456 TDZE 966 Apt Elev 968
--	------------------------	---

RNAV (GPS) RWY 28

STATESVILLE RGNL (SVH)

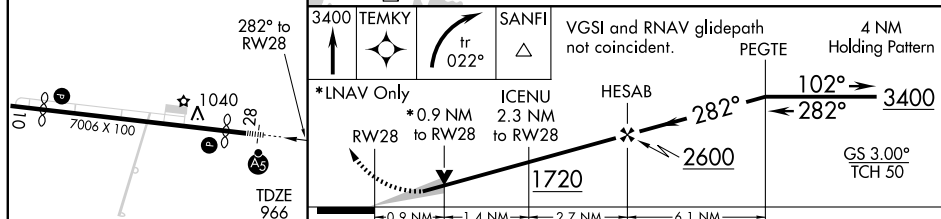
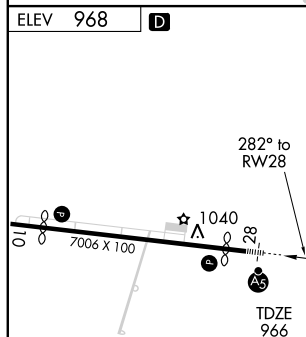
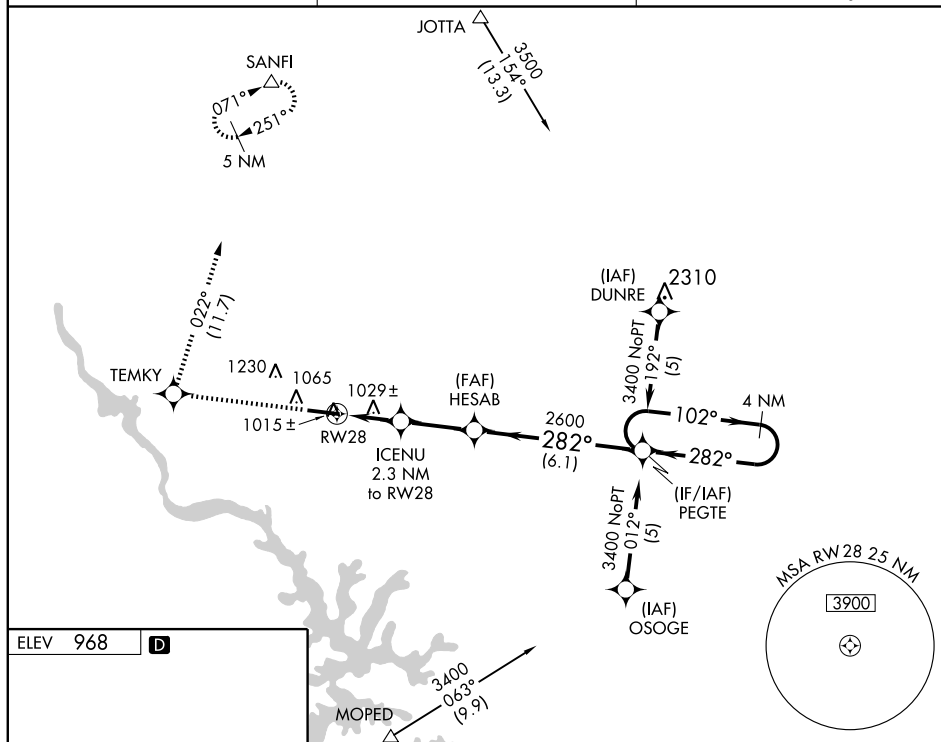
T DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Lincoln ton altimeter setting and increase all DA/MDAs 60 feet. VDP and Baro-VNAV NA when using Lincoln ton altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV Cat D visibilities to 1. Inoperative table does not apply to LNAV Cat D.

MALSR



MISSED APPROACH: Climb to 3400 direct TEMKY and right turn via 022° track to SANFI and hold.

AWOS-3 119.225	ATLANTA CENTER 125.15 263.0	UNICOM 123.075 (CTAF) 0
--------------------------	---------------------------------------	-----------------------------------



CATEGORY	A	B	C	D
LPV DA	1216-1/2 250 (300-1/2)			
LNAV/ VNAV DA	1240-1/2	274 (300-1/2)		1240-3/4 274 (300-3/4)
LNAV MDA	1280-1/2	314 (400-1/2)		1280-1 314 (400-1)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1 1/2 572 (600-1 1/2)	1540-2 572 (600-2)

STATESVILLE, NORTH CAROLINA

Amdt 2 10154

35°46'N - 80°57'W

STATESVILLE RGNL (SVH)

RNAV (GPS) RWY 28

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

STONIA N35°11.48' W81°09.43' NOTAM FILE RDU.

CHARLOTTE

NDB (MHW) 260 GHJ at Gastonia Muni. NDB unmonitored 2330–1130Z during standard time, 2330–1030Z during daylight savings time.

L–25D, 36E

SUGARLOAF MOUNTAIN N35°24.39' W82°16.12' NOTAM FILE RDU.

ATLANTA

(L) VORTAC 112.2 SUG Chan 59 280° 13.5 NM to Asheville Rgnl. 3970/02W.

L–25C

RCO 122.3 122.2 122.1R 112.2T (RALEIGH RADIO)

SUGAR VALLEY (See MOCKSVILLE)

SWAN CREEK (See JONESVILLE)

SYLVA

JACKSON CO (24A) 3 SE UTC–5(–4DT) N35°19.05' W83°12.60'

ATLANTA

2857 B FUEL 100LL TPA–3857(1000) NOTAM FILE RDU

L–25B

RWY 15–33: H3003X50 (ASPH) S–12.5 HIRL

RWY 15: Tree. RWY 33: Trees.

AIRPORT REMARKS: Attended irregularly. For assistance call 828–508–6954. Self-service fuel avbl 24 hrs with credit card. Rwy 15, 300' dropoff 300' from thld both sides and 90' left and right of centerline along rwy. Rwy 33, 300' dropoff 200' from thld 50' left of centerline. Mountain hazard bcn lgtS located on mountain range approximately 1.7 miles SSW of arpt. Rwy 33 numbers smaller than standard. ACTIVATE HIRL Rwy 15–33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

SNOWBIRD (L) VORTAC 108.8 SOT Chan 25 N35°47.41' W83°03.14' 199° 29.4 NM to fld. 4239/04W.

TARBORO–EDGECOMBE (ETC) 2 N UTC–5(–4DT) N35°56.24' W77°32.79'

CHARLOTTE

53 B NOTAM FILE RDU

L–35C, 36E

RWY 09–27: H4000X60 (ASPH) MIRL

IAP

RWY 09: PAPI(P2L)—GA 4.0° TCH 28'. Thld dsplcd 200'. Trees.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. 500' low level route 3 miles NE of arpt—be alert for military acft invof arpt. ACTIVATE MIRL Rwy 09–27, REIL Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF 122.9

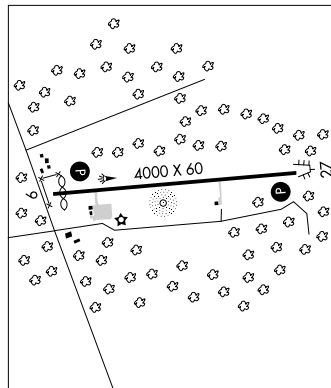
WASHINGTON CENTER APP/DEP CON 118.475

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 112° 8.0 NM to fld. 70/05W.

NDB (MHW) 257 ETC N35°56.13' W77°32.78' at fld.



TAR RIVER N35°58.61' W77°42.23' NOTAM FILE RDU.

CHARLOTTE

(L) VORTAC 117.8 TYI Chan 125 237° 11.7 NM to Rocky Mt–Wilson Rgnl. 70/05W

H–9C, L–35C, 36E

RCO 122.1R 117.8T (RALEIGH RADIO)

TAWBA N35°47.19' W81°18.32' NOTAM FILE HKY.

CHARLOTTE

NDB (MHW) 332 HK 243° 4.9 NM to Hickory Rgnl.

L–25D

NDB ETC 257	APP CRS 264°	Rwy Idg TDZE Apt Elev	4000 50 53
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 27

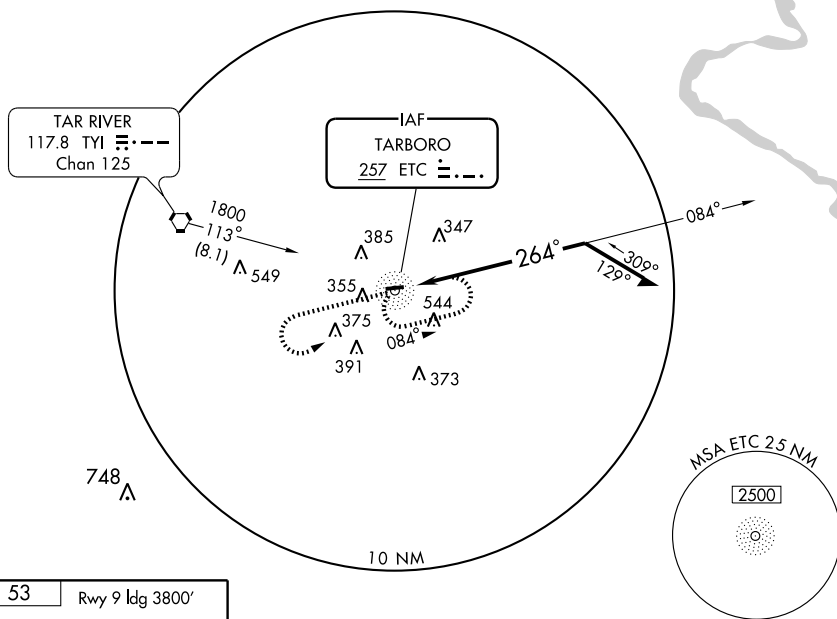
TARBORO-EDGECOMBE (ETC)

V Use Rocky Mount altimeter setting; when not received,
Δ NA use Raleigh-Durham altimeter setting minimums.

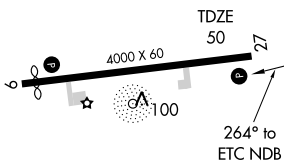
MISSED APPROACH: Climb to 1200 then climbing
left turn to 1800 direct ETC NDB and hold.

WASHINGTON CENTER
118.475 279.65

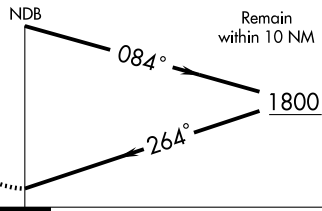
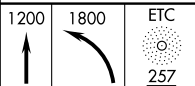
CTAF
122.9 0



ELEV 53 Rwy 9 Idg 3800'



REIL Rwy 27 **0**
MIRL Rwy 9-27 **0**



CATEGORY	A	B	C	D
S-27	760-1	710 (800-1)	760-2 710 (800-2)	760-2¼ 710 (800-2¼)
CIRCLING	760-1	707 (800-1)	760-2 707 (800-2)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	980-1¼	930 (1000-1¼)	980-2¾ 930 (1000-2¾)	980-3 930 (1000-3)
CIRCLING	980-1¼	927 (1000-1¼)	980-2¾ 927 (1000-2¾)	1140-3 1087 (1100-3)

VORTAC TYI
117.8
Chan 125

APP CRS
291°

Rwy Idg	4000
TDZE	50
Apt Elev	53

4000
50
53

VOR/DME or GPS RWY 27
TARBORO-EDGECOMBE (ETC)

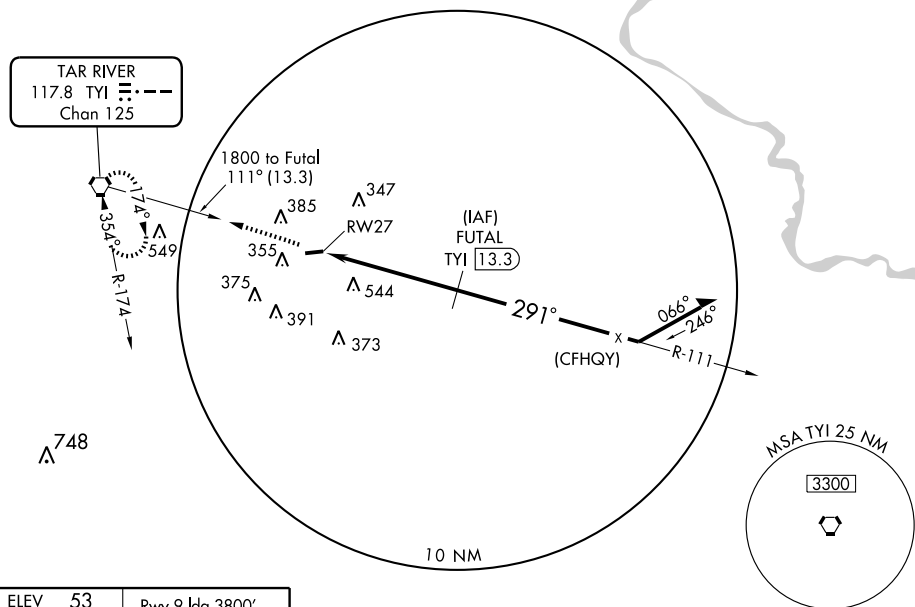
TARBORO-EDGECOMBE (ETC)

T Use Rocky Mount altimeter setting; when not received
A NA use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 2000
direct TYI VORTAC and hold.

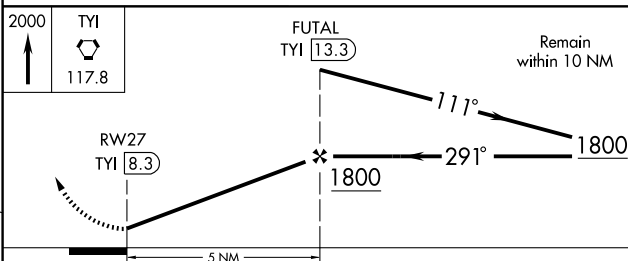
WASHINGTON CENTER
118.475 279.65

CTAF
122.9 **L**



ELEV 53

Rwy 9 lđg 3800'

REIL Rwy 27 **L**MIRL Rwy 9-27 **L**

CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3 1027 (1100-3)	1140-3 1087 (1100-3)

TARBORO, NORTH CAROLINA

Amdt 1 09295

35°56'N-77°33'W

TARBORO-EDGECOMBE (ETC)

VOR/DME or GPS RWY 27

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

THOMASVILLE

HIATT (N97) 3 SW UTC-5(-4DT) N35°49.81' W80°06.45'

CHARLOTTE

855 B S4 **FUEL** 100LL NOTAM FILE RDU

RWY 01-19: 2500X75 (TURF) LIRL

RWY 01: Trees. **RWY 19:** TRCV (TRIL)—GA 3.2° TCH 25'. Trees.

RWY 09-27: 1160X50 (TURF)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Attended 1700Z±-dusk. For fuel call 336-881-0248. Rwy 27 has +4' fence and +30' trees 30' from thld and 12' building 70' from thld on extended centerline. Rwy 09-27 used primarily for ultralights. Rwy 27 uphill marked with yellow cones. Rwy 19 preferred for ldg uphill; rwy and thlds marked with yellow cones. Actf monitor 122.9. ACTIVATE LIRL Rwy 01-19 and TRIL Rwy 19—CTAF.

COMMUNICATIONS: CTAF 122.9

TRI-COUNTY (See AHOSKIE)

TRIPLE W (See RALEIGH)

TRYON N35°09.49' W81°01.24' NOTAM FILE CLT.

CHARLOTTE

NDB (LOM) 242 CL 056° 5.1 NM to Charlotte/Douglas Intl.

TWIN LAKES (See MOCKSVILLE)

US HELIPORT (See WINGATE)

WADESBORO

ANSON CO (AFP) 3 N UTC-5(-4DT) N35°01.24' W80°04.63'

CHARLOTTE

300 B **FUEL** 100LL, JET A1+ NOTAM FILE RDU

H-9B, 12G, L-25E, 36E

RWY 16-34: H5498X100 (ASPH) S-12, D-60 MIRL

IAP

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±. For after hrs svc call 704-848-4612. 100LL fuel-24 hr self-svc avbl with credit card. Deer in vicinity of arpt. Rwy 34 +6' hill from rwy end and 216' right of rwy centerline. Rwy 16-34 used for both aeronautical tow and auto launch for gliders. ACTIVATE MIRL Rwy 16-34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.

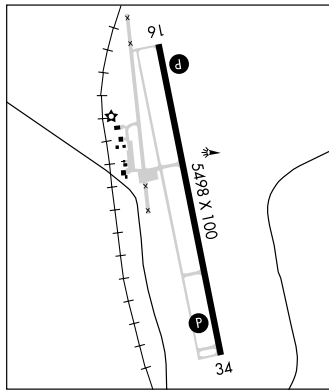
WEATHER DATA SOURCES: AWOS-3 119.325. (704) 695-0623.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **CHARLOTTE APP/DEP CON** 120.05

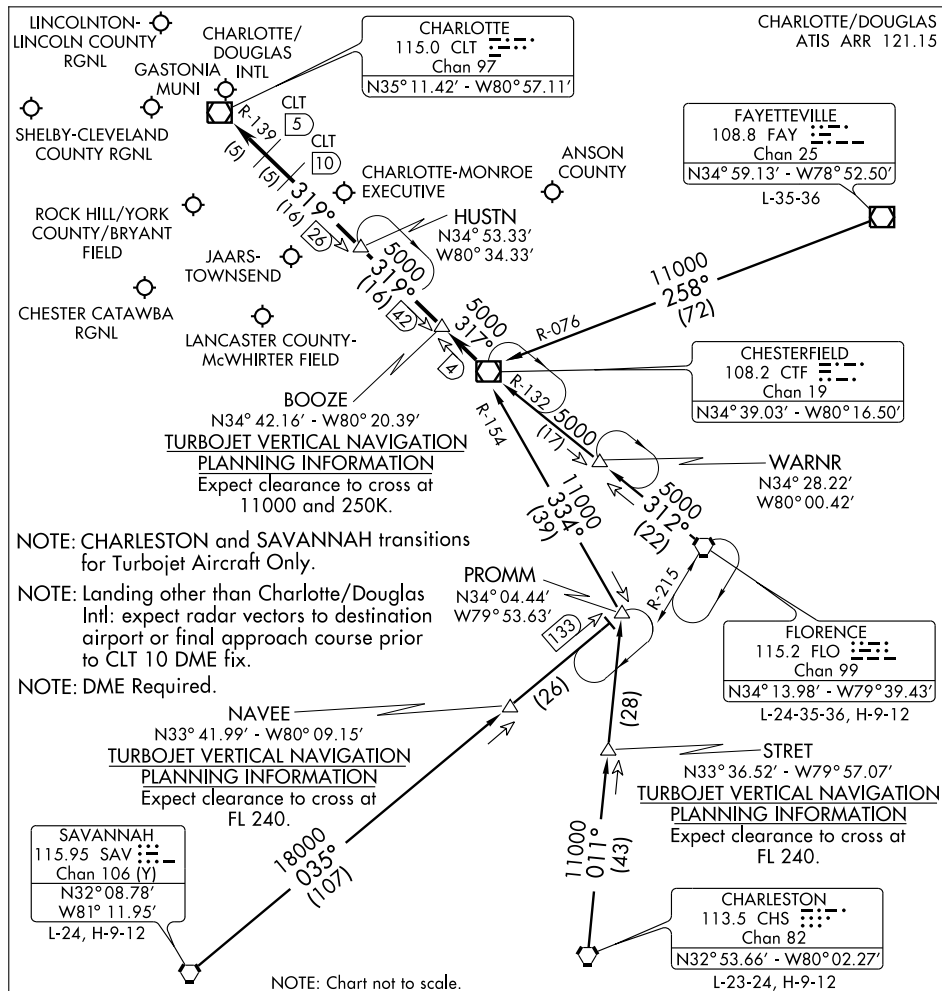
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

SANDHILLS (L) VORTAC 111.8 SDZ Chan 55 N35°12.93' W79°35.28' 247° 26.8 NM to fld. 590/03W.



CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° -119°) **128.32**
 (120° -245°) **120.05**
 (246° -360°) **134.75**
 (180° -359°) **257.2**
 (360° -179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28' - W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17' - W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35' - W78°47.00'
 L-36, H-9-12

LIBERTY
 113.0 LIB
 Chan 77
 N35°48.70' - W79°36.76'

SUDSY
 N35°44.58' - W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.
 NOTE: RADAR required for LIB R-273.
 NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273

to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

APP CRS **162°**
 Rwy Idg **5498**
 TDZE **300**
 Apt Elev **300**

RNAV (GPS) RWY 16

WADESBORO/ANSON COUNTY (AFB)

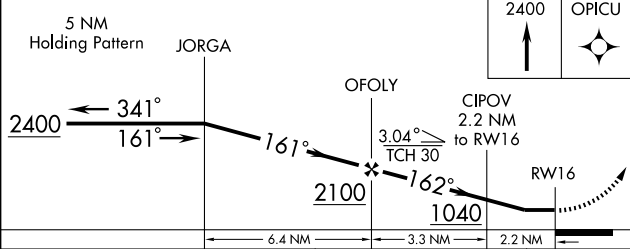
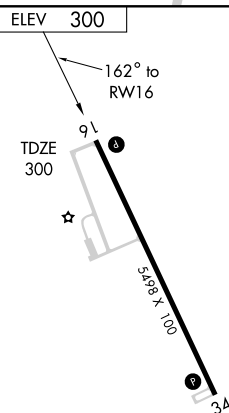
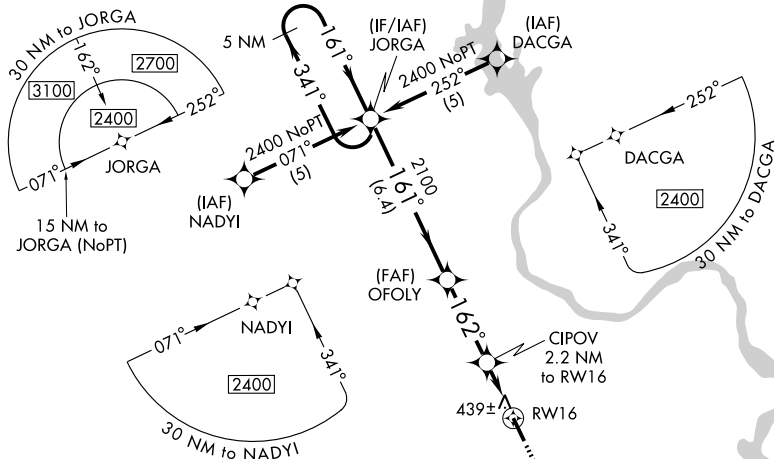
When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockingham altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct OPICU WP and hold.

AWOS-3
119.325

CHARLOTTE APP CON
120.05 307.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-16 MDA	700-1 400 (400-1)			700-1¼ 400 (400-1¼)
CIRCLING	740-1 440 (500-1)	860-1 560 (600-1)	880-1½ 580 (600-1½)	920-2 620 (700-2)

MIRL Rwy 16-34 0
 REIL Rwy 16 and 34 0

WAAS
CH **69408**
W34A

APP CRS
342°

Rwy Idg
TDZE **299**
Apt Elev **300**

RNAV (GPS) RWY 34

WADESBORO/ANSON COUNTY (AFB)



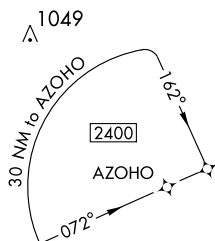
When local altimeter setting not received, use Rockingham altimeter setting and increase DA to 712 and all MDA 60 feet, LPV visibility ¼ mile all Cats., LNAV and Circling Cat. C and D visibility ¼ mile. When VGSi inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct JORGA and hold.

AWOS-3
119.325

CHARLOTTE APP CON
120.05 307.8

UNICOM
122.8 (CTAF) 0



RW34

606 A

732 A

A 1022

806

609 ±

CILRU 2.8 NM to RW34

(FAF) RUZLY

342°

2100

162°

2400 NoPT (5)

072°

(IAF) AZOHO

(IF/IAF) OPICU

342°

4 NM

30 NM to OSHER

162°

2400

OSHER

252°

30 NM to OPICU (NoPT)

072°

OPICU

252°

2400

30 NM to OPICU (NoPT)

072°

(IAF) OSHER

252°

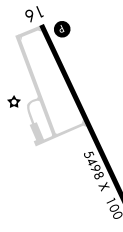
2400 NoPT (5)

162°

342°

4 NM

ELEV 300



MIRL Rwy 16-34 0

REIL Rwy 16 and 34 0



*LNAV only.

CILRU 2.8 NM to RW34

RW34

*1220

2100

2.8 NM

2.7 NM

6.5 NM

CATEGORY A

LPV DA

LNAV MDA

CIRCLING

860-1 561 (600-1)

860-1 560 (600-1)

RUZLY

CILRU 2.8 NM to RW34

*1220

2100

2.8 NM

2.7 NM

6.5 NM

CATEGORY A

LPV DA

LNAV MDA

CIRCLING

860-1 561 (600-1)

860-1 560 (600-1)

860-1 561 (600-1)

860-1 560 (600-1)

860-1 561 (600-1)

860-1 560 (600-1)

OPICU

4 NM Holding Pattern

162°

2400

342°

2100

2.8 NM

2.7 NM

6.5 NM

CATEGORY A

LPV DA

LNAV MDA

CIRCLING

860-1 561 (600-1)

860-1 560 (600-1)

860-1 561 (600-1)

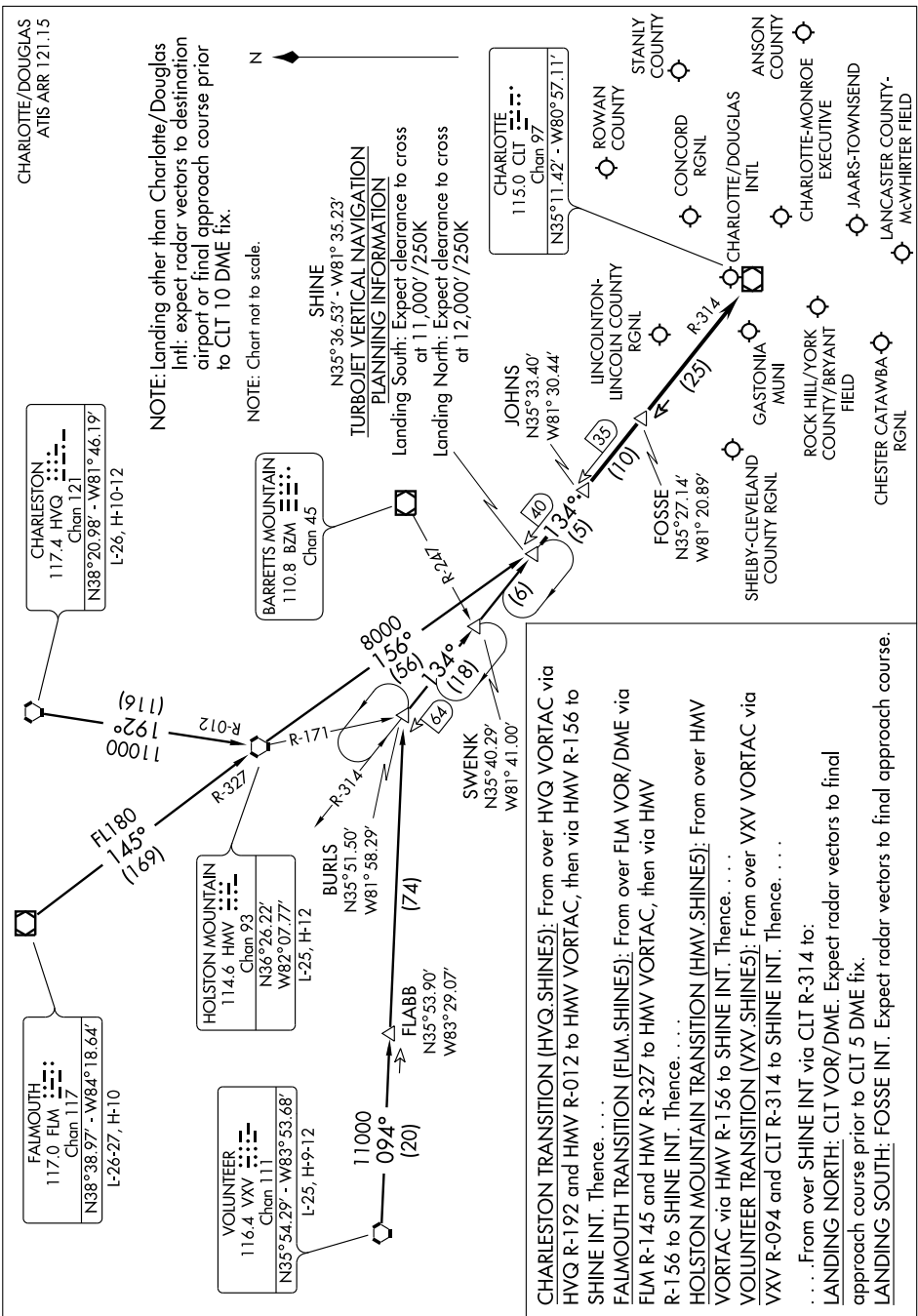
860-1 560 (600-1)

860-1 561 (600-1)

860-1 560 (600-1)

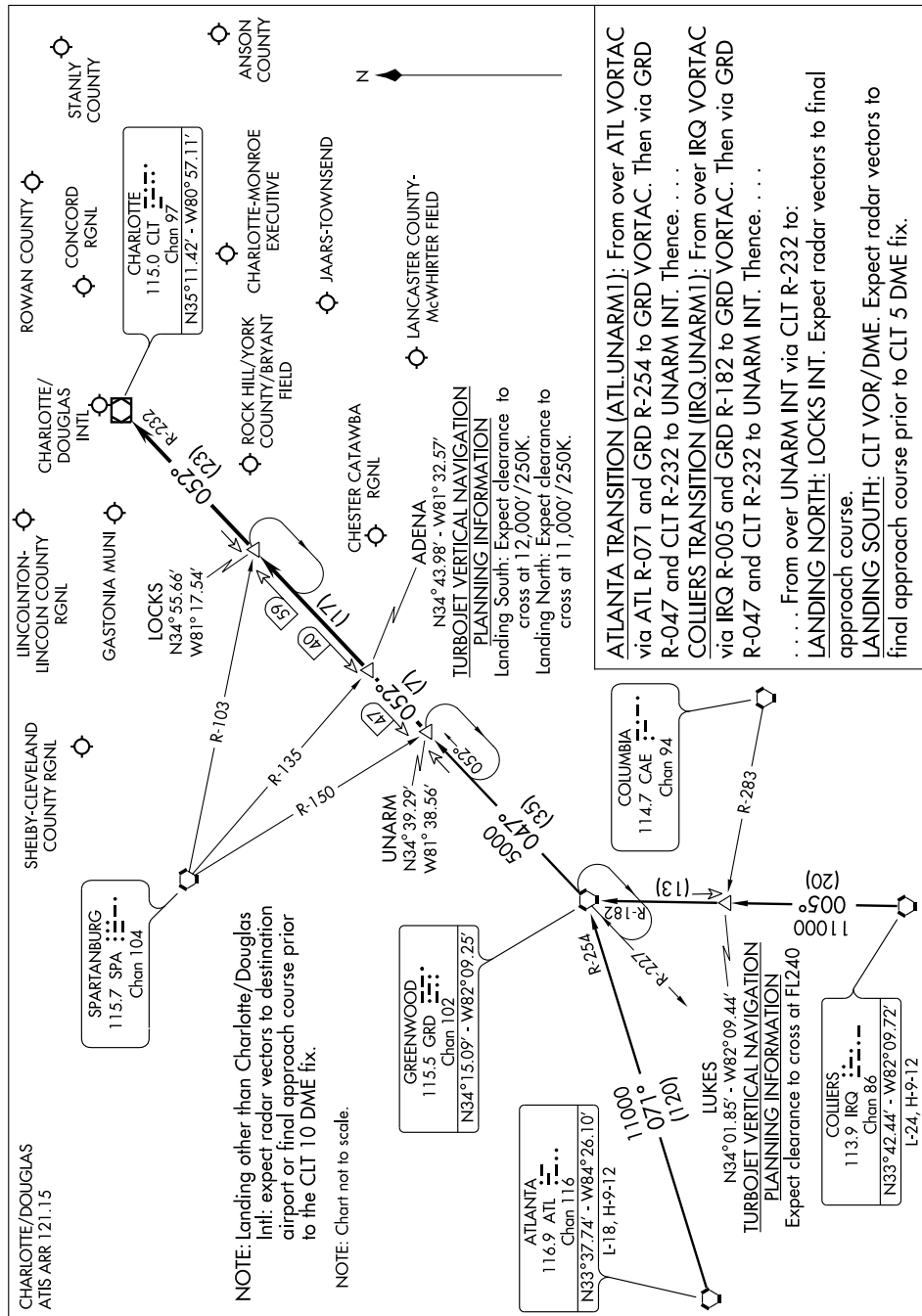
GS 3.00° TCH 30

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



WALLACE

HENDERSON FLD (ACZ) 1 SW UTC-5(-4DT) N34°43.07' W78°00.22'

CHARLOTTE

39 B S4 FUEL 100LL, JET A1+ NOTAM FILE RDU

L-35B

RWY 09-27: H3998X75 (ASPH) S-12.5 MIRL

IAP

RWY 09: Thld dspcd 149'. Trees.

RWY 27: PAPI(P2L)—GA 3.45' TCH 43'. Thld dspcd 151'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat 1400-2300Z† and Sun 1800-2300Z†. 24 hr self svc fuel with credit card. 24 hr access to pilots' lounge—door code on fuel receipt. Parachute Jumping. PAPI Rwy 27 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ WILMINGTON APP/DEP CON 135.75 (1100-0400Z‡)

Ⓡ WASHINGTON CENTER APP/DEP CON 124.025 (0400-1100Z‡)

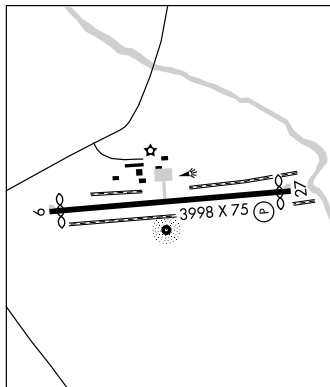
RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

W77°33.50' 214° 44.9 NM to fld. 106/05W.

PENDY NDB (MHW) 379 ACZ N34°42.98' W78°00.22' at fld.

NOTAM FILE RDU.



WALNUT COVE

MEADOW BROOK FLD (N63) 1 NW UTC-5(-4DT) N36°18.09' W80°08.90'

CINCINNATI

631 S4 FUEL 100LL NOTAM FILE RDU

L-25D, 36F

RWY 16-34: H2725X30 (ASPH) LIRL (NSTD)

IAP

RWY 16: Trees. RWY 34: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Arpt CLOSED to transients except PPR—336-591-7881. High terrain all quadrants. +8' dropoff AER 16. Fencing in the clear zone Rwy 16 and Rwy 34. Do not land on grass adjacent to rwy—deep ditches. No transient stopping tfc—will allow touch and go. Rwy 16-34 NSTD LIRL; lgts 30' either side of asph along old turf rwy. 3 thld lgts with blue lens. +50' trees within 125' of centerline on west side of rwy. +65' trees within 110' of centerline east of rwy.

ACTIVATE LIRL Rwy 16-34—CTAF.

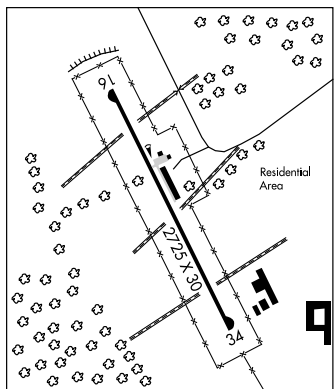
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ GREENSBORO APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 334°17.5 NM to fld. 879/03W



WARF (See REIDSVILLE)

WARREN FLD (See WASHINGTON)

APP CRS	Rwy Idg	3849
094°	TDZE	39
	Apt Elev	39

GPS RWY 9

WALLACE/ HENDERSON FIELD (ACZ)

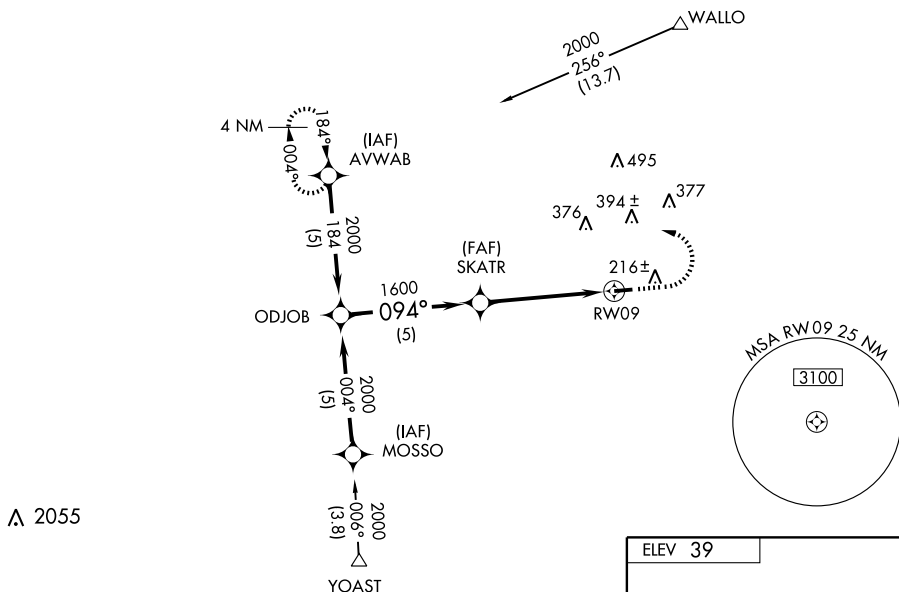


Use Wilmington altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AVWAB WP and hold.

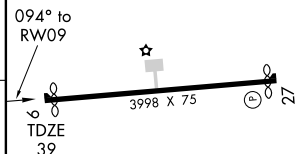
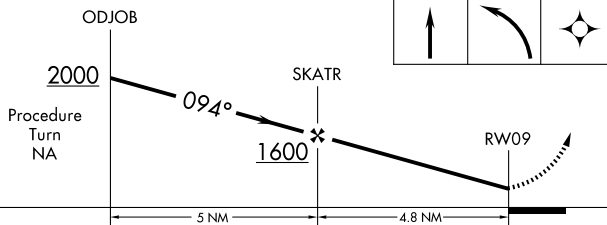
WILMINGTON APP CON ★
135.75 317.425 (344°-163°)

UNICOM
122.8 (CTAF)



A 2055

ELEV 39



CATEGORY	A	B	C	D
S-9	500-1 461 (500-1)	500-1 461 (500-1)	500-1 461 (500-1)	500-1 461 (500-1)
CIRCLING	640-1 601 (700-1)	640-1 601 (700-1)	640-1 601 (700-1)	640-1 601 (700-1)

MIRL Rwy 9-27

APP CRS 274°	Rwy Idg TDZE Apt Elev	3847 37 39
------------------------	-----------------------------	---------------------------------------

GPS RWY 27

WALLACE/ HENDERSON FIELD (ACZ)

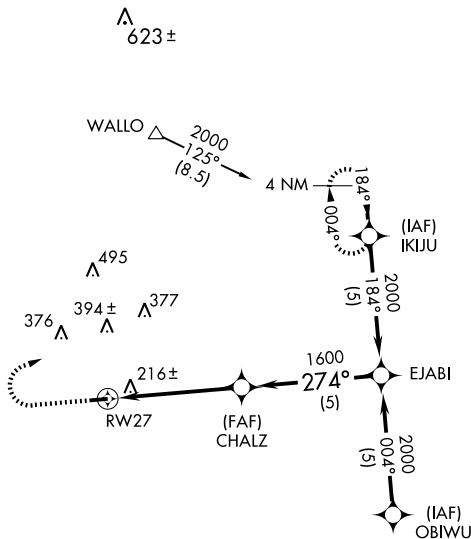


Use Wilmington altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IKIJU WP and hold.

WILMINGTON APP CON ★
135.75 317.425 (344°-163°)

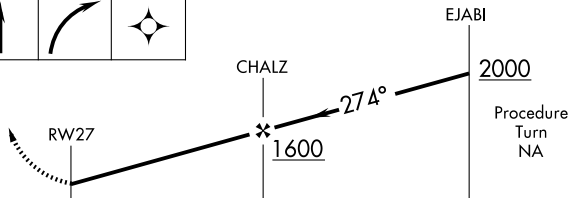
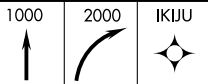
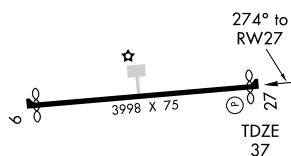
UNICOM
122.8 (CTAF)



ELEV 39

WILMINGTON
ILM

MSA RWY 27 25 NM



CATEGORY	A	B	C	D
S-27	580-1 543 (600-1)		580-1½ 543 (600-1½)	580-1¾ 543 (600-1¾)
CIRCLING	640-1 601 (700-1)		640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

WALLACE, NORTH CAROLINA

Orig 10210

34°43'N - 78°00'W

WALLACE/ HENDERSON FIELD (ACZ)

GPS RWY 27

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

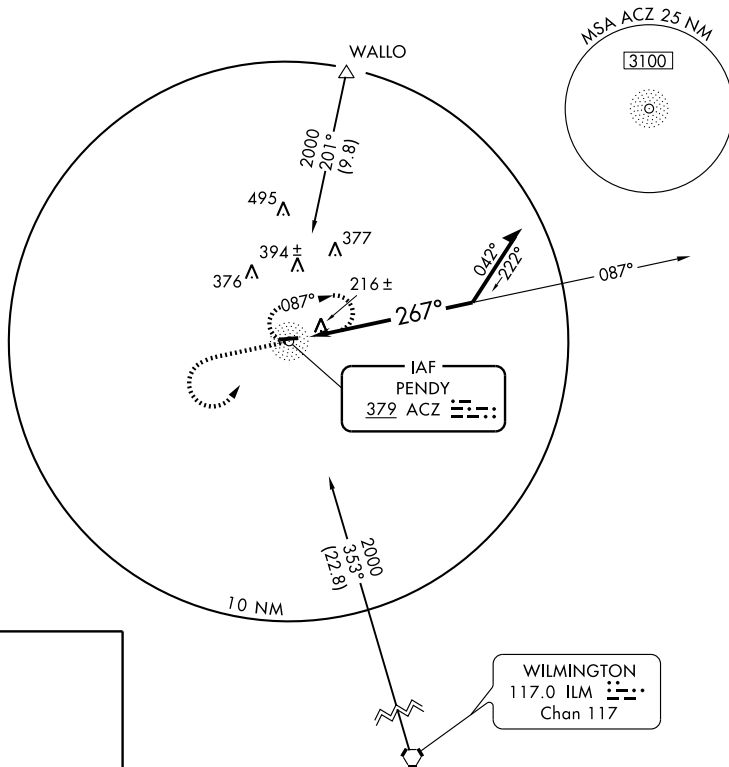
NDB ACZ 379	APP CRS 267°	Rwy Idg TDZE Apt Elev	3847 37 39
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 27

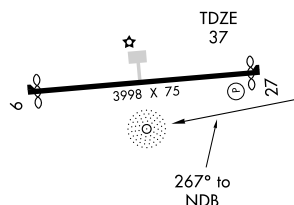
WALLACE/ HENDERSON FIELD (ACZ)

 Use Wilmington altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ACZ NDB and hold.
WILMINGTON APP CON ★ 135.75 317.425 (344°-163°)	UNICOM 122.8 (CTAF)

Λ 748



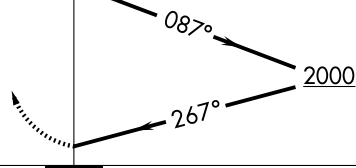
ELEV 39



1000	2000	ACZ

NDB

Remain within 10 NM



CATEGORY	A	B	C	D
S-27	680-1 643 (700-1)		680-1 ³ / ₄ 643 (700-1 ³ / ₄)	680-2 643 (700-2)
CIRCLING	680-1 641 (700-1)		680-1 ³ / ₄ 641 (700-1 ³ / ₄)	780-2 ¹ / ₂ 741 (800-2 ¹ / ₂)

MIRL Rwy 9-27

WALLACE

HENDERSON FLD (ACZ) 1 SW UTC-5(-4DT) N34°43.07' W78°00.22'

CHARLOTTE

39 B S4 FUEL 100LL, JET A1+ NOTAM FILE RDU

L-35B

RWY 09-27: H3998X75 (ASPH) S-12.5 MIRL

IAP

RWY 09: Thld dspcd 149'. Trees.

RWY 27: PAPI(P2L)—GA 3.45' TCH 43'. Thld dspcd 151'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat 1400-2300Z† and Sun 1800-2300Z†. 24 hr self svc fuel with credit card. 24 hr access to pilots' lounge—door code on fuel receipt. Parachute Jumping. PAPI Rwy 27 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ WILMINGTON APP/DEP CON 135.75 (1100-0400Z‡)

Ⓡ WASHINGTON CENTER APP/DEP CON 124.025 (0400-1100Z‡)

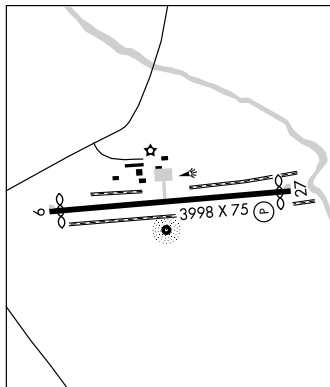
RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26'

W77°33.50' 214° 44.9 NM to fld. 106/05W.

PENDY NDB (MHW) 379 ACZ N34°42.98' W78°00.22' at fld.

NOTAM FILE RDU.



WALNUT COVE

MEADOW BROOK FLD (N63) 1 NW UTC-5(-4DT) N36°18.09' W80°08.90'

CINCINNATI

631 S4 FUEL 100LL NOTAM FILE RDU

L-25D, 36F

RWY 16-34: H2725X30 (ASPH) LIRL (NSTD)

IAP

RWY 16: Trees. RWY 34: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Arpt CLOSED to transients except PPR—336-591-7881. High terrain all quadrants. +8' dropoff AER 16. Fencing in the clear zone Rwy 16 and Rwy 34. Do not land on grass adjacent to rwy—deep ditches. No transient stopping tfc—will allow touch and go. Rwy 16-34 NSTD LIRL; lgt 30' either side of asph along old turf rwy. 3 thld lgt with blue lens. +50' trees within 125' of centerline on west side of rwy. +65' trees within 110' of centerline east of rwy.

ACTIVATE LIRL Rwy 16-34—CTAF.

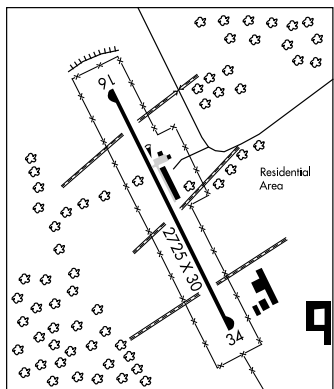
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ GREENSBORO APP/DEP CON 124.35

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 334°17.5 NM to fld. 879/03W



WARF (See REIDSVILLE)

WARREN FLD (See WASHINGTON)

VORTAC GSO 116.2 Chan 109	APP CRS 334°	Rwy Idg TDZE Apt Elev 2725 631
---	------------------------	--

VOR/DME or GPS RWY 34

WALNUT COVE/ MEADOW BROOK FIELD (N63)

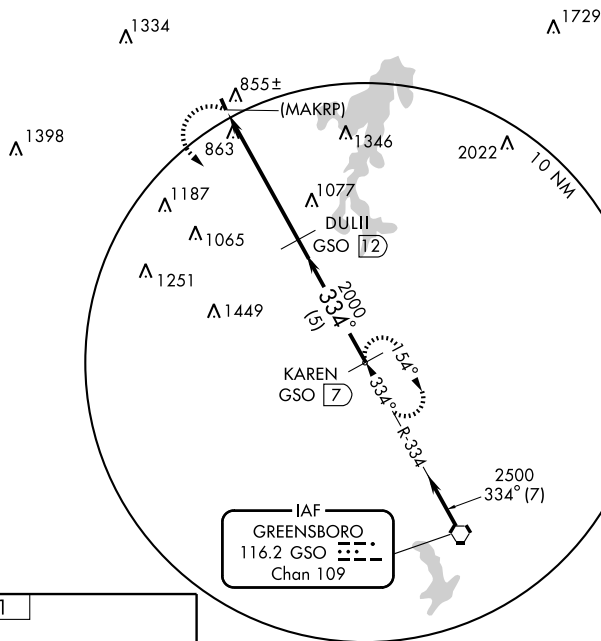
▽ Use Smith Reynolds altimeter setting, when not available, use Greensboro altimeter setting and increase all MDAs 20 feet.
△ NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500
via GSO R-334 to KAREN GSO 7 DME and hold.

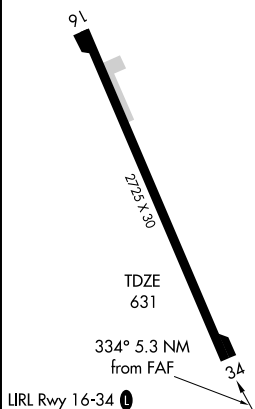
GREENSBORO APP CON
124.35 269.225

UNICOM
123.0 (CTAF) 0

△ 3089



ELEV **631**



Knots	60	90	120	150	180
Min:Sec					

WALNUT COVE, NORTH CAROLINA
Orig 08101

CATEGORY	A		B		C		D	
	1400-1 769 (800-1)		1400-1¼ 769 (800-1¼)		NA		NA	
CIRCLING	1400-1 769 (800-1)		1400-1¼ 769 (800-1¼)		NA		NA	

WALNUT COVE/ MEADOW BROOK FIELD (N63)
VOR/DME or GPS RWY 34

36°18'N - 80°09'W

WASHINGTON

WARREN FLD (OCW) 0 NE UTC-5(-4DT) N35°34.23' W77°02.99'

38 B FUEL 100LL, JET A1 + NOTAM FILE OCW

RWY 17-35: H5000X150 (ASPH-CONC) S-22 MIRL

RWY 17: Thld displcd 501'. Pole. RWY 35: Trees.

RWY 05-23: H5000X100 (ASPH) S-30, D-38 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 23: REIL VASI(V2L)—GA 3.0° TCH 40'. Thld displcd 199'. Trees.

RWY 11-29: H4000X150 (ASPH-CONC) S-22

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z, Sun 1300-2200Z. CLOSED Thanksgiving and Christmas. For fuel after hrs call 252-975-9320. Rwy 11-29 CLOSED only when NOTAMs issued. Deer and birds on and invof arpt. Parachute Jumping. Loose aggregate/gravel on all rwys. Rwy 17-35 loose gravel, pot holes, cracks, pavement heaving and spalling, vegetation in rwy. Rwy 11-29 grass growing through cracks and small pot holes. pavement heaving and spalling. Twys not lgtd. Rwy 05 PAPI OTS indef. MIRL Rwy 05-23 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 17-35, VASI Rwy 23, PAPI Rwy 05 and REIL Rwy 05 and Rwy 23 —CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (252)975-6133.**COMMUNICATIONS:** CTAF/UNICOM 122.7

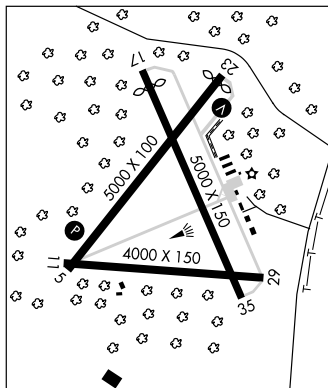
Ⓡ WASHINGTON CENTER APP/DEP CON 135.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26' W77°33.50' 069° 27.6 NM to fld. 106/05W.

CHOCOWINY NDB (MHW) 388 RNW N35°30.58' W77°06.40' 044° 4.6 NM to fld. NOTAM FILE OCW.

ILS/DME 110.9 I-OCW Chan 46 Rwy 05. LOC only.



CHARLOTTE

H-9C, 12H, L-35C
IAP

WAXHAW

JAARS-TOWNSEND (N52) 3 S UTC-5(-4DT) N34°51.83' W80°44.88'

602 B FUEL 100LL, JET A NOTAM FILE RDU

RWY 04-22: H3309X40 (ASPH) LIRL (NSTD)

RWY 04: Trees. RWY 22: Thld displcd 200'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. Deer on and invof arpt. Ultralight activity on and invof arpt. Rwy 04-22 has 20 ft down slope between ends. Rwy 04-22 NSTD LIRL, edge lgts 30 ft from pavement. Surface variations in rwy surface area. Rwy 04-22 markings NSTD size. Ngt tkf use Rwy 22. Ngt ldg use Rwy 04 unless wind dictates otherwise. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

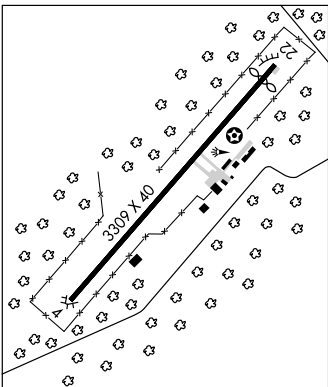
Ⓡ CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 158° 22.0 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'

W80°57.29' 128° 12.7 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.



CHARLOTTE

L-24J, 25D, 36E
IAP

WESLEY N34°57.18' W80°42.31' NOTAM FILE EQY.

NDB (MHW) 204 TWL 052° 5.8 NM to Charlotte-Monroe Executive. NDB unmonitored 2200-1300Z. L-25D, 36E

CHARLOTTE

WESTERN CAROLINA RGNL (See ANDREWS)

LOC/DME I-OCW 110.9 Chan 46	APP CRS 045°	Rwy Idg TDZE Apt Elev 5000 37 38
---	------------------------	--

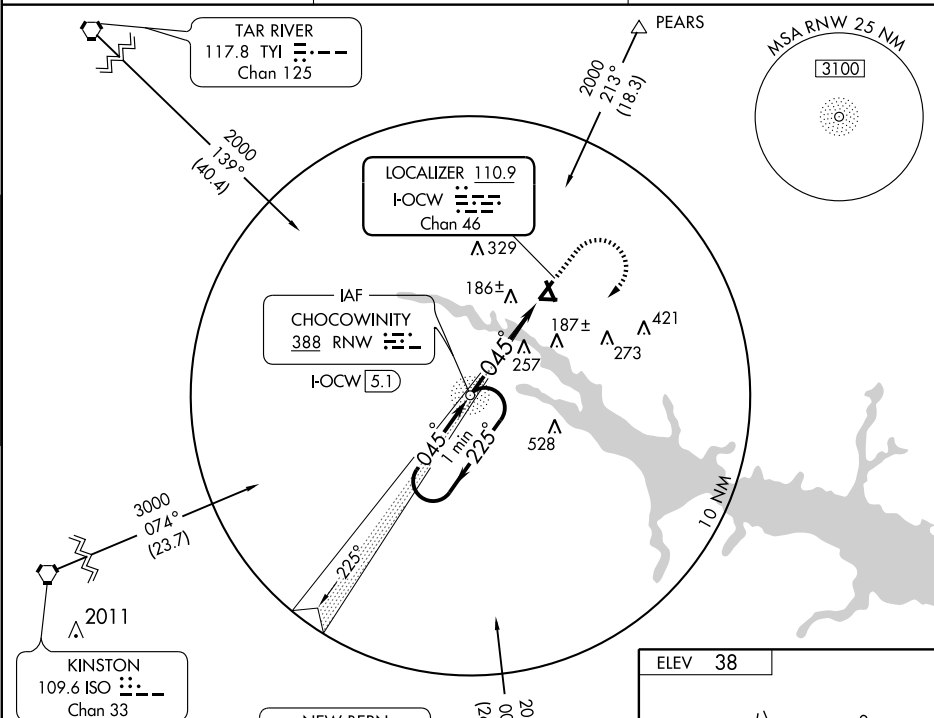
LOC RWY 5

WASHINGTON/ WARREN FIELD (OCW)



ADF REQUIRED

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

AWOS-3
120.175WASHINGTON CENTER
135.5 281.42UNICOM
122.7(CTAF) 0One Minute
Holding Pattern1600
← 225°
045° →NDB
I-OCW [5.1]

1000

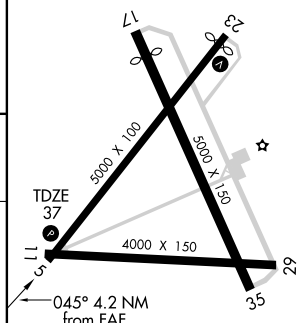
1600

RNW

I-OCW [0.9]

4.2 NM

ELEV 38



REIL Rwy 5-23 0

MIRL Rlys 5-23 and 17-35 0

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAAS CH 42810 W05A	APP CRS 045°	Rwy Idg 5000 TDZE 35 Apt Elev 37
--	------------------------	---

RNAV (GPS) RWY 5

WASHINGTON/ WARREN FIELD (OCW)

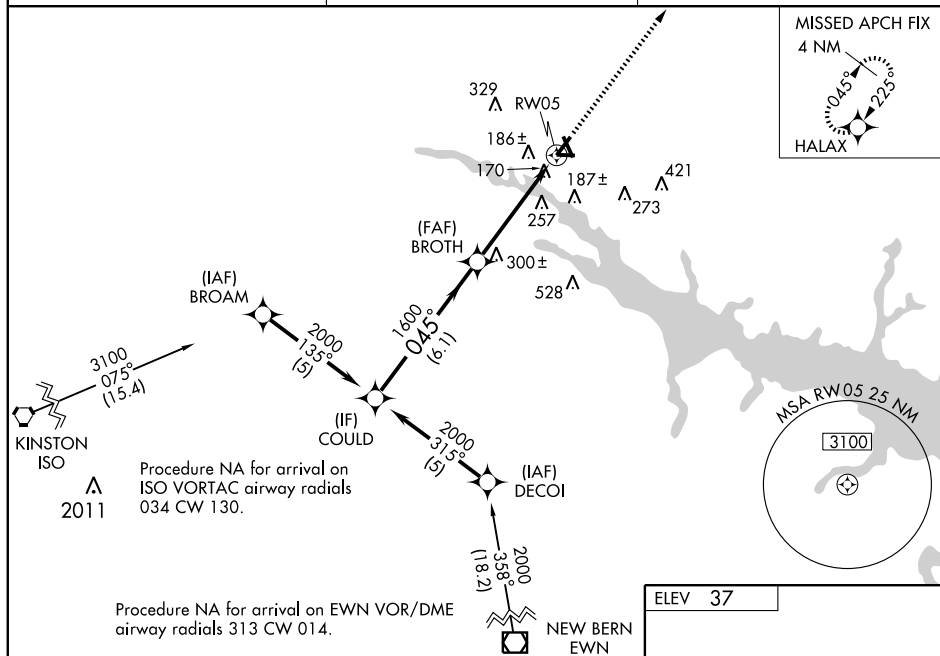
⚠ Circling to Rwy 17-35 NA at night. Baro-VNAV NA when using Greenville altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 483, LNAV/VNAV DA to 518, and all MDA 60 feet; increase LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH:
Climb to 2600 direct HALAX and hold.

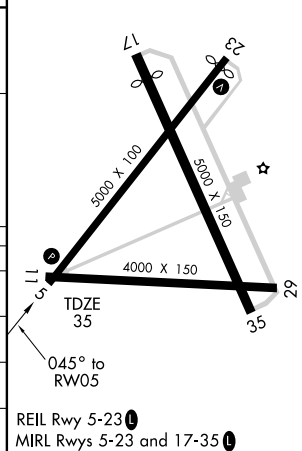
AWOS-3
120.175

WASHINGTON CENTER
135.5 281.42

UNICOM
122.7 (CTAF) 0



	COULD		BROTH		RW05	
	2000		1600		1600	
	045°		045°		045°	
	Procedure Turn NA		GS 3.00°		TCH 40	
	6.1 NM		4.7 NM			
CATEGORY	A	B	C	D		
LPV DA	442-1½		407 (500-1½)			
LNAV/VNAV DA	477-1½		442 (500-1½)			
LNAV MDA	560-1	525 (600-1)	560-1½ 525 (600-1½)	560-1¾ 525 (600-1¾)		
CIRCLING	560-1	523 (600-1)	560-1½ 523 (600-1½)	620-2 583 (600-2)		



APP CRS **163°**
Rwy Idg **4499**
TDZE **36**
Apt Elev **37**

RNAV (GPS) RWY 17

WASHINGTON/ WARREN FIELD (OCW)

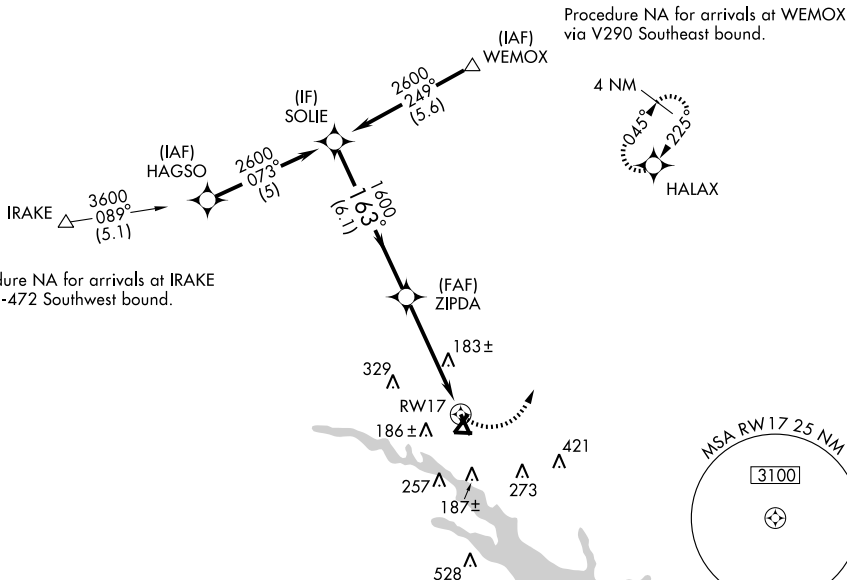
▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet; increase LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct HALAX and hold.

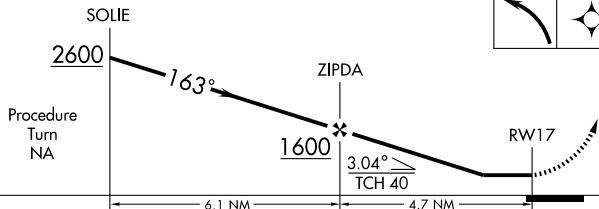
AWOS-3
120.175

WASHINGTON CENTER
135.5 281.42

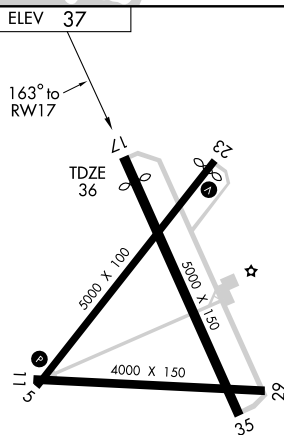
UNICOM
122.7 (CTAF) 0



2011
▲



2600 HALAX



REIL Rwy 5-23 0
MIRL Rwy 5-23 and 17-35 0

WAAS CH 93810 W23A	APP CRS 225°	Rwy Idg TDZE Apt Elev	4801 37 37
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 23

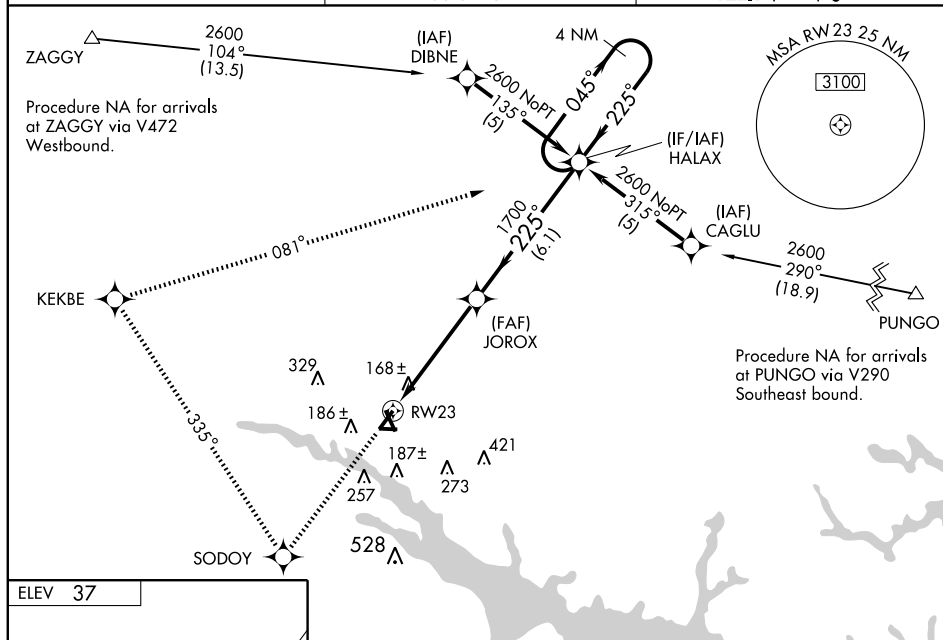
WASHINGTON/ WARREN FIELD (OCW)

<p>▼ Circling to Rwy 17-35 NA at night.</p> <p>▲ Baro-VNAV NA when using Greenville altimeter setting.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.</p> <p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 477, LNAV/VNAV DA to 514, and all MDA 60 feet; increase LNAV/VNAV all Cats., and LNAV Cats. C and D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.</p>
---	--

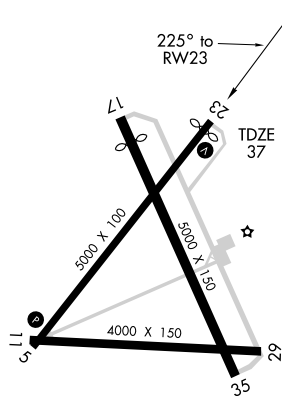
AWOS-3
120.175

WASHINGTON CENTER
135.5 281.42

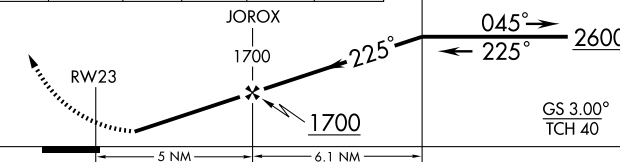
UNICOM
122.7 (CTAF) 0



ELEV 37



MIRL Rwy 5-23 and 17-35 **0**
REIL Rwy 5-23 **0**

2600	SODOY	tr 335°	KEKBE	tr 081°	HALAX	4 NM Holding Pattern
 <p>JOROX 1700</p> <p>RW23</p> <p>5 NM</p> <p>6.1 NM</p> <p>045°</p> <p>225°</p> <p>2600</p> <p>GS 3.00° TCH 40</p>						
CATEGORY	A	B	C	D		
LPV DA	436-1½ 399 (400-1½)					
LNAV/VNAV DA	473-1½ 436 (500-1½)					
LNAV MDA	420-1 383 (400-1)			420-1¼ 383 (400-1¼)		
CIRCLING	540-1	503 (600-1)	540-1½ 503 (600-1½)	620-2 583 (600-2)		

WASHINGTON, NORTH CAROLINA
Amdt 1 10154

35°34'N - 77°03'W

WASHINGTON/ WARREN FIELD (OCW)
RNAV (GPS) RWY 23

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 78310 W35A	APP CRS 343°	Rwy Idg 5000 TDZE 35 Apt Elev 37
--	------------------------	---

RNAV (GPS) RWY 35

WASHINGTON/ WARREN FIELD (OCW)

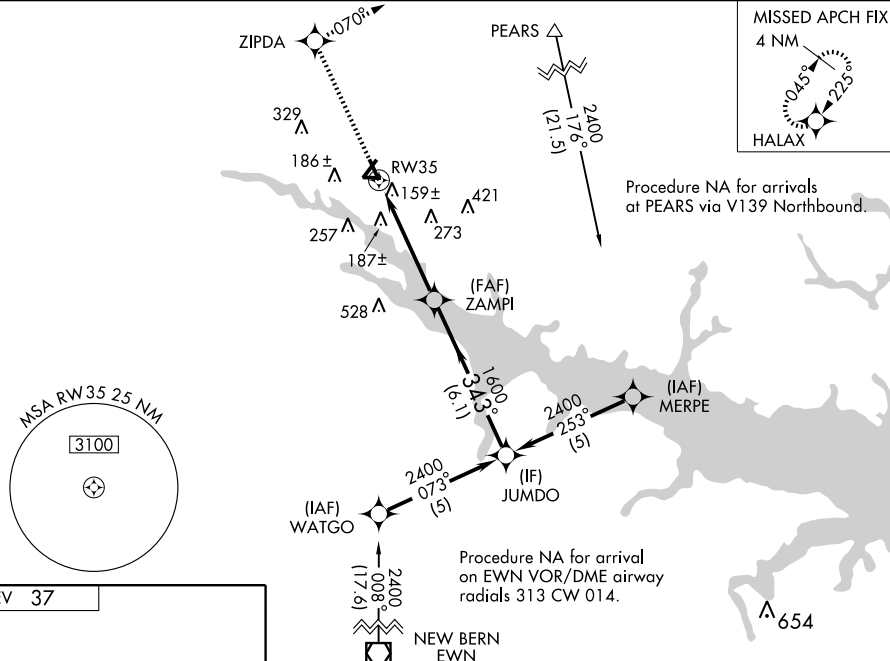


Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Greenville altimeter setting and increase LPV data to 400, LNAV/VNAV data to 534, and all MDA 60 feet; increase LNAV Cats C and D visibility ½ mile.

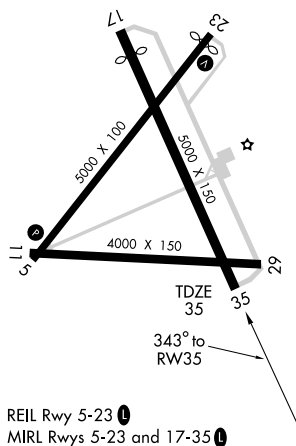
MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

AWOS-3
120,175

WASHINGTON CENTER
135.5 281.42

UNICOM
122.7 (CTAF) **L**

ELEV 37



2600 ↑	ZIPDA ✧	070° tr	HALAX ✧	<div><div><div><div><div></div><div>ZAMPI</div><div>1600</div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></</div></div></div></div></div>			
-----------	------------	------------	------------	---	--	--	--

WASHINGTON, NORTH CAROLINA

Amdt 1 10154

WASHINGTON/ WARREN FIELD (OCW)

RNAV (GPS) RWY 35

35°34'N - 77°03'W

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

VORTAC ISO	APP CRS	Rwy Idg	5000
109.6	069°	TDZE	35
Chan 33		Apt Elev	38

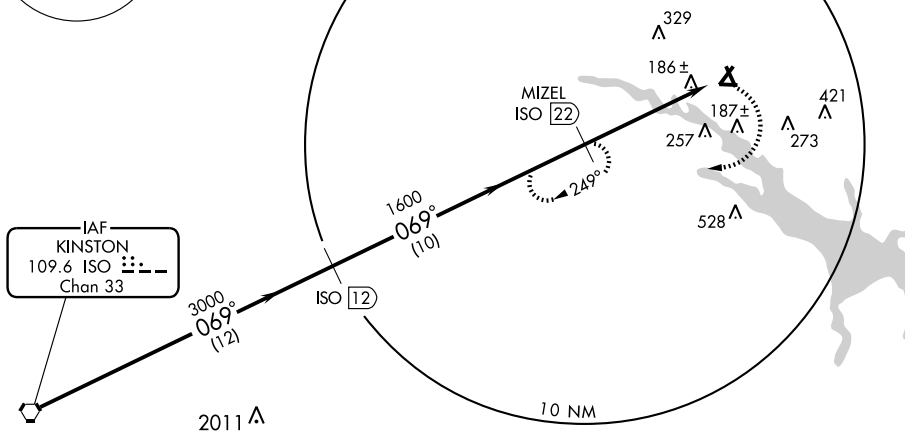
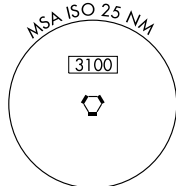
VOR/DME RWY 5
WASHINGTON/ WARREN FIELD (OCW)

T
A NA

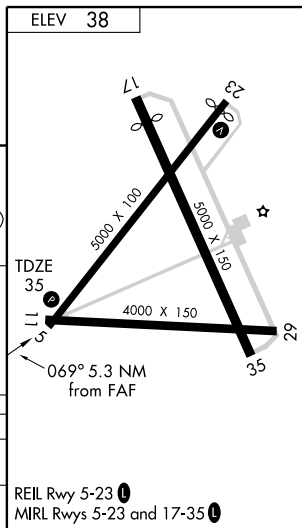
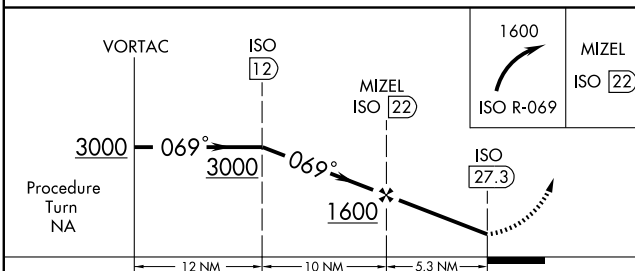
MISSED APPROACH: Climbing right turn to 1600 via ISO R-069 to MIZEL ISO 22 DME and hold.

AWOS-3
120.175

WASHINGTON CENTER
135.5 281.42

UNICOM
122.7 (CTAF) **L**

SE-2. 26 AUG 2010 to 23 SEP 2010



WASHINGTON, NORTH CAROLINA
Amdt 2B 10154

WASHINGTON/ WARREN FIELD (OCW)
VOR/DME RWY 5

35°34'N - 77°03'W

WASHINGTON

WARREN FLD (OCW) 0 NE UTC-5(-4DT) N35°34.23' W77°02.99'

38 B FUEL 100LL, JET A1 + NOTAM FILE OCW

RWY 17-35: H5000X150 (ASPH-CONC) S-22 MIRL

RWY 17: Thld displcd 501'. Pole. RWY 35: Trees.

RWY 05-23: H5000X100 (ASPH) S-30, D-38 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 23: REIL VASI(V2L)—GA 3.0° TCH 40'. Thld displcd 199'. Trees.

RWY 11-29: H4000X150 (ASPH-CONC) S-22

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z, Sun 1300-2200Z. CLOSED Thanksgiving and Christmas. For fuel after hrs call 252-975-9320. Rwy 11-29 CLOSED only when NOTAMs issued. Deer and birds on and invof arpt. Parachute Jumping. Loose aggregate/gravel on all rwys. Rwy 17-35 loose gravel, pot holes, cracks, pavement heaving and spalling, vegetation in rwy. Rwy 11-29 grass growing through cracks and small pot holes. pavement heaving and spalling. Twys not lgtd. Rwy 05 PAPI OTS indef. MIRL Rwy 05-23 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 17-35, VASI Rwy 23, PAPI Rwy 05 and REIL Rwy 05 and Rwy 23 —CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (252)975-6133.**COMMUNICATIONS:** CTAF/UNICOM 122.7

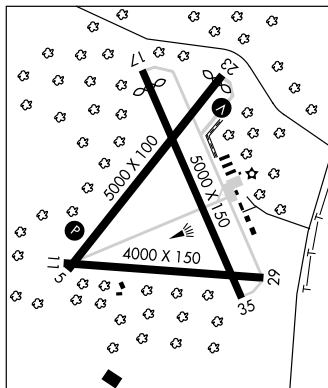
① WASHINGTON CENTER APP/DEP CON 135.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ISO.

KINSTON (L) VORTAC 109.6 ISO Chan 33 N35°22.26' W77°33.50' 069° 27.6 NM to fld. 106/05W.

CHOCOWINY NDB (MHW) 388 RNW N35°30.58' W77°06.40' 044° 4.6 NM to fld. NOTAM FILE OCW.

ILS/DME 110.9 I-OCW Chan 46 Rwy 05. LOC only.

CHARLOTTE
H-9C, 12H, L-35C
IAP

WAXHAW

JAARS-TOWNSEND (N52) 3 S UTC-5(-4DT) N34°51.83' W80°44.88'

602 B FUEL 100LL, JET A NOTAM FILE RDU

RWY 04-22: H3309X40 (ASPH) LIRL (NSTD)

RWY 04: Trees. RWY 22: Thld displcd 200'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. Deer on and invof arpt. Ultralight activity on and invof arpt. Rwy 04-22 has 20 ft down slope between ends. Rwy 04-22 NSTD LIRL, edge lgts 30 ft from pavement. Surface variations in rwy surface area. Rwy 04-22 markings NSTD size. Ngt tkf use Rwy 22. Ngt ldg use Rwy 04 unless wind dictates otherwise. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

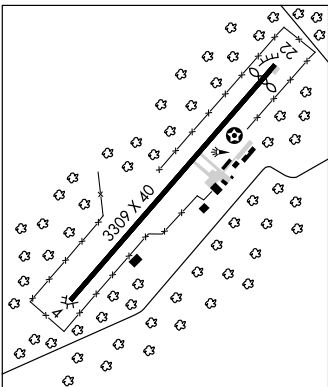
① CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 158° 22.0 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'

W80°57.29' 128° 12.7 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

CHARLOTTE
L-24J, 25D, 36E
IAP

WESLEY N34°57.18' W80°42.31' NOTAM FILE EQY.

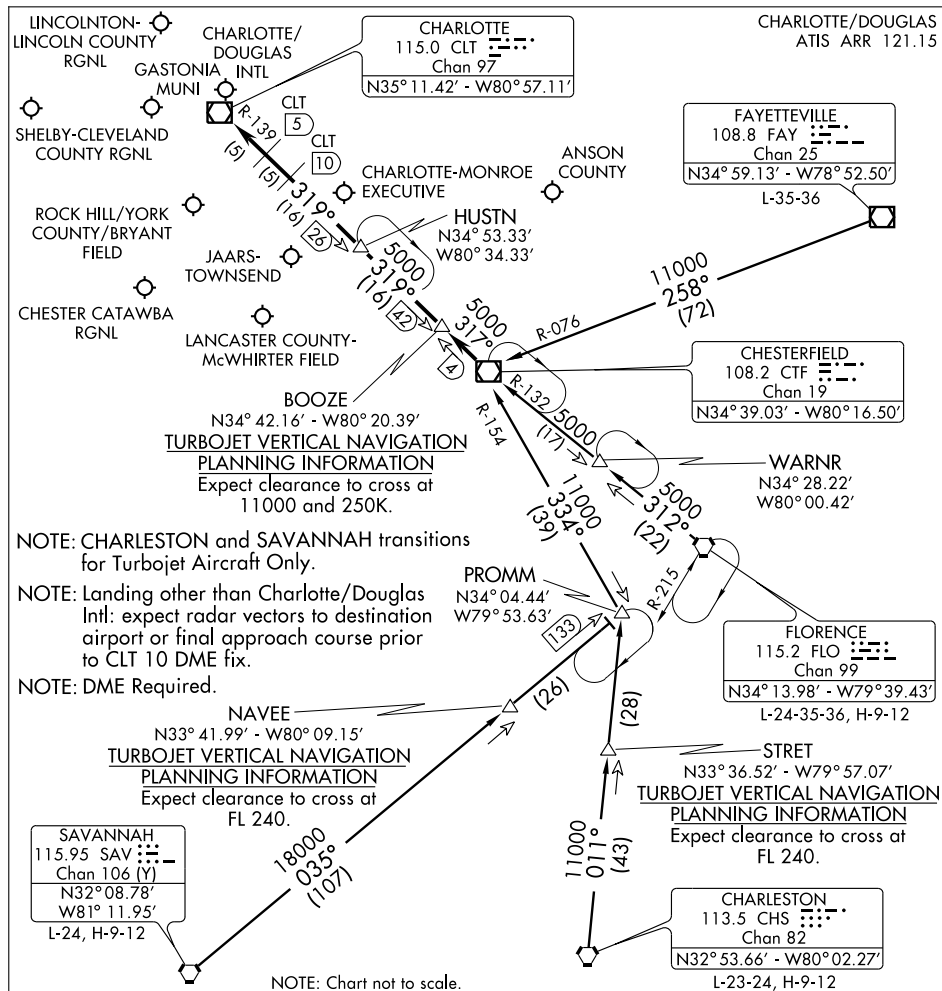
NDB (MHW) 204 TWL 052° 5.8 NM to Charlotte-Monroe Executive. NDB unmonitored 2200-1300Z. L-25D, 36E

CHARLOTTE

WESTERN CAROLINA RGNL (See ANDREWS)

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



NOTE: CHARLESTON and SAVANNAH transitions for Turbojet Aircraft Only.

NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to CLT 10 DME fix.

NOTE: DME Required.

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78'
W81°11.95'
L-24, H-9-12

NAVEE
N33°41.99' - W80°09.15'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at
FL 240.

PROMM
N34°04.44'
W79°53.63'

FLORENCE
115.2 FLO
Chan 99
N34°13.98' - W79°39.43'
L-24-35-36, H-9-12

STRET
N33°36.52' - W79°57.07'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at
FL 240.

CHARLESTON
113.5 CHS
Chan 82
N32°53.66' - W80°02.27'
L-23-24, H-9-12

CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
 ATIS ARR 121.15
 CHARLOTTE APP CON
 (001° - 119°) **128.32**
 (120° - 245°) **120.05**
 (246° - 360°) **134.75**
 (180° - 359°) **257.2**
 (360° - 179°) **307.8**

ROANOKE
 109.4 ROA
 Chan 31
 N37°20.61' - W80°04.23'
 L-26, H-10-12

MAYOS
 N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL220.

MAJIC
 N35°48.71' - W80°26.17'
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
 Expect to cross at 13,000'/250K.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.28'
 W79°14.19'
 L-26-36, H-10-12

KELLS
 N36°35.17'
 W79°47.17'

RALEIGH/DURHAM
 117.2 RDU
 Chan 119
 N35°52.35'
 W78°47.00'
 L-36, H-9-12

LIBERTY
 113.0 LIB
 Chan 77
 N35°48.70'
 W79°36.76'

SUDSY
 N35°44.58'
 W80°29.63'

LINCOLNTON-
 LINCOLN COUNTY
 RGNL

SHELBY-
 CLEVELAND
 COUNTY RGNL

GASTONIA
 MUNI

ROCK HILL/YORK
 COUNTY/BRYANT
 FIELD

CHESTER CATAWBA
 RGNL

NOTE: Chart not to scale.

CLT
 10

CHARLOTTE
 DOUGLAS
 INTL

CLT
 5

CHARLOTTE
 115.0 CLT
 Chan 97
 N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
 EXECUTIVE

JAARS-
 TOWNSEND

LANCASTER COUNTY-
 McWHIRTER FIELD

ANSON
 COUNTY

NOTE: DME required.

NOTE: RADAR required for LIB R-273.

NOTE: Landing other than Charlotte/
 Douglas Intl; expect radar
 vectors to destination airport
 or final approach course prior
 to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273

to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
 and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
 and CLT R-039 to MAJIC INT. Thence. . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
 to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

APP CRS **045°**
 Rwy Idg **3309**
 TDZE **602**
 Apt Elev **602**

RNAV (GPS) RWY 4

WAXHAW/JAARS-TOWNSEND (N52)

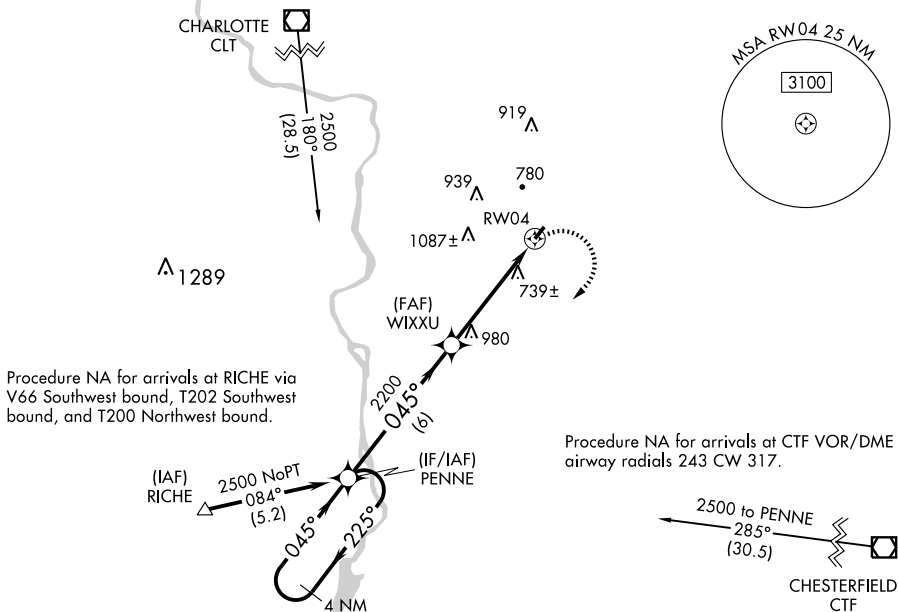
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

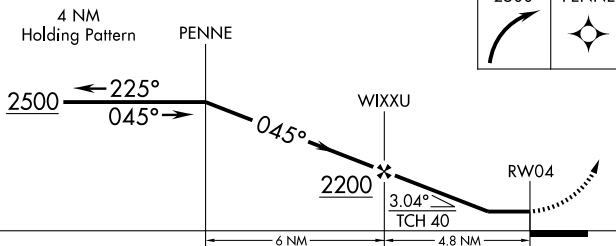
MONROE ASOS
135.775

CHARLOTTE APP CON
120.05 307.8

UNICOM
123.0 (CTAF) 0



ELEV **602**



CATEGORY	A	B	C	D
LNNAV MDA	1040-1	438 (500-1)	1040-1½ 438 (500-1½)	1040-1½ 438 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)

URL Rwy 4-22 **0**

APP CRS **240°**
 Rwy Idg **3109**
 TDZE **602**
 Apt Elev **602**

RNAV (GPS) RWY 22

WAXHAW / JAARS-TOWNSEND (N52)

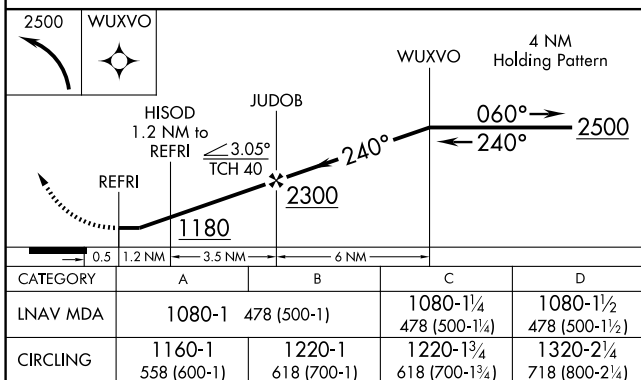
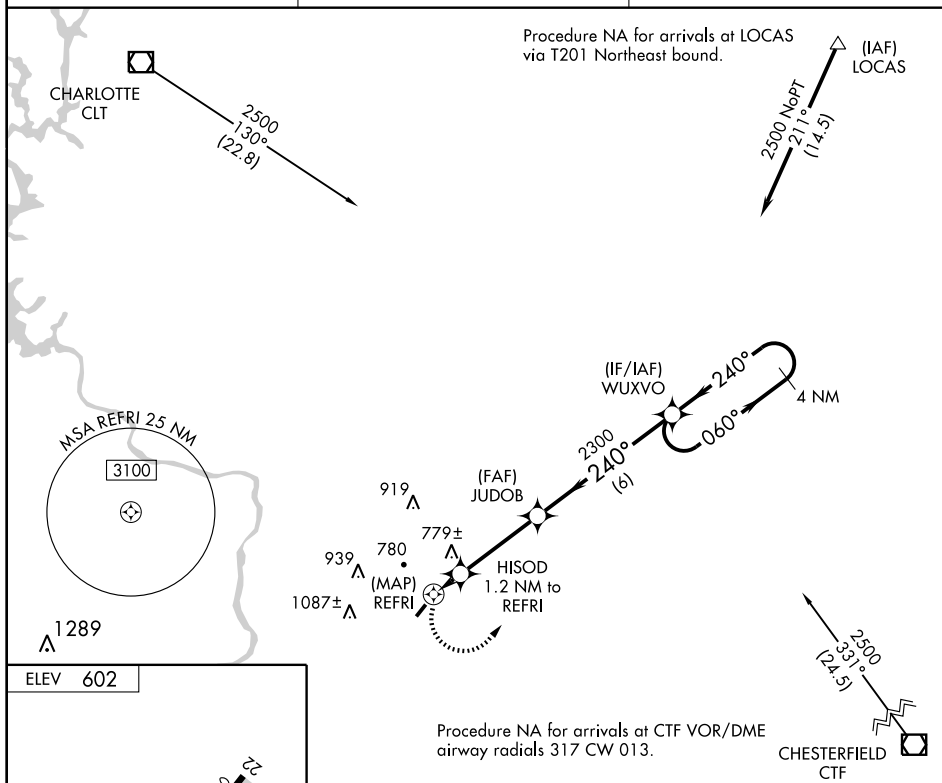
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

MONROE ASOS
135.775

CHARLOTTE APP CON
120.05 307.8

UNICOM
123.0 (CTAF) 0



LIRL Rwy 4-22 0

WAXHAW, NORTH CAROLINA

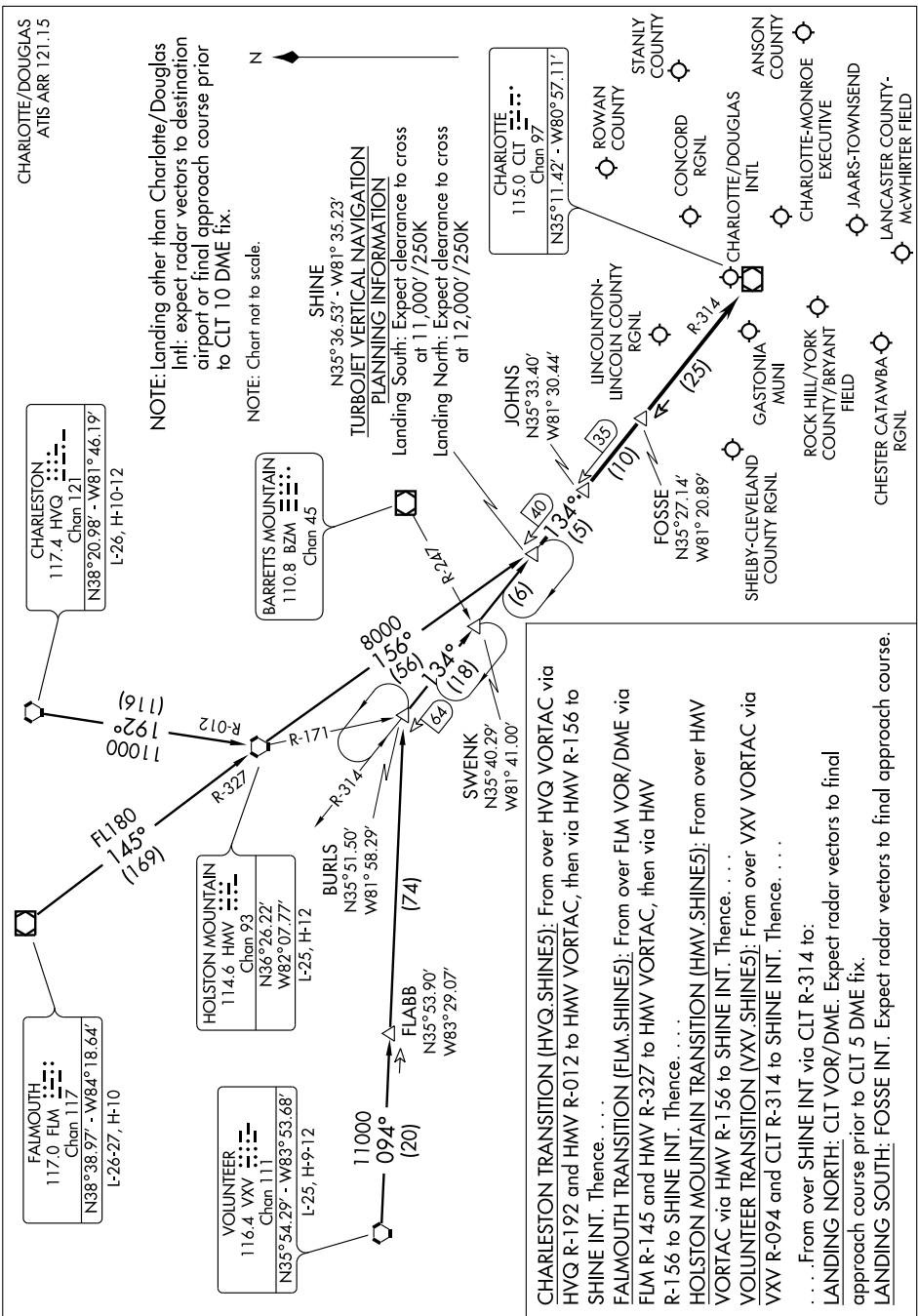
Orig 09351

WAXHAW / JAARS-TOWNSEND (N52)

34° 52'N-80° 45'W

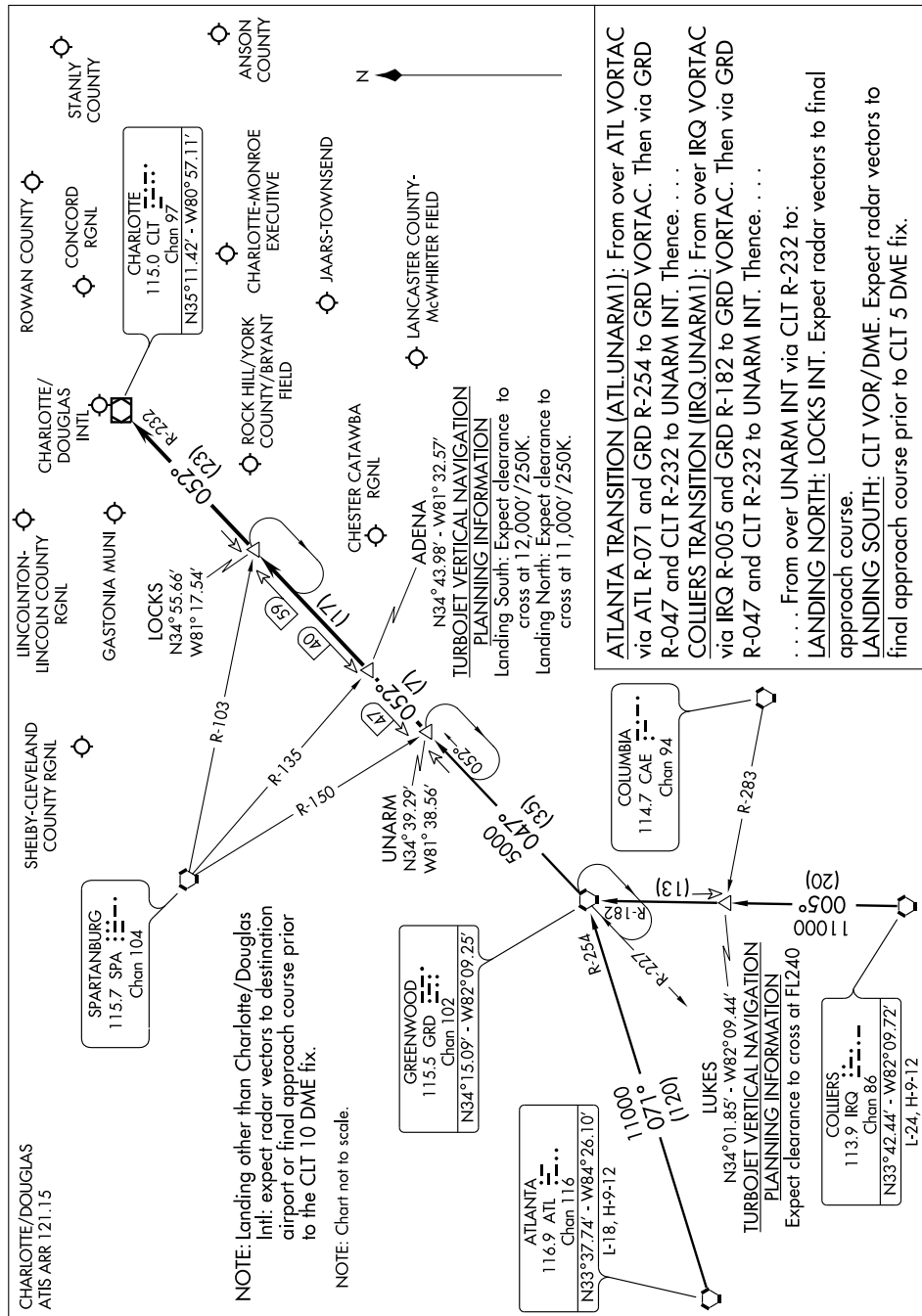
RNAV (GPS) RWY 22

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

WHITEVILLE

COLUMBUS CO MUNI (CPC) 3 S UTC-5(-4DT) N34°16.37' W78°42.90'

99 B FUEL 100LL, JET A1+ NOTAM FILE CPC

RWY 06-24: H5500X75 (ASPH) S-24, D-30 MIRL 0.5% up SW

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 24: VASI(V2L)—GA 3.0° TCH 37'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1400-2300Z†. Arpt unattended Christmas day. For emergency svc after hrs call 910-654-3389/642-0685. Deer on and invof arpt. Rwy 24 has 15' dropoff 200' from thld both sides. Rwy 06 REIL OTS indef. Rwy 24 VASI OTS indef. MIRL Rwy 06-24 opr dusk-0500Z†, after 0500Z† ACTIVATE MIRL Rwy 06-24—CTAF. ACTIVATE REIL Rwy 06—CTAF. PAPI Rwy 06 and VASI Rwy 24 on continuously.

WEATHER DATA SOURCES: AWOS-3 118.375 (910) 642-7508.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

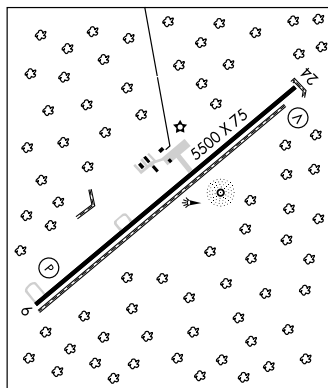
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 090° 46.9 NM to fld. 110/03W. HIWAS.

CAMP NDB (MHW) 227 CPC N34°16.31' W78°42.84' at fld.

NOTAM FILE RDU. Unmonitored Mon-Sat 2300-1300Z† and Sun 2300-1400Z†.



WHITFIELD FARMS (See HURDLE MILLS)

WILGROVE AIR PARK (See CHARLOTTE)

WILKESBORO N36°13.36' W81°05.92'
RCO 122.4 (RALEIGH RADIO) at Wilkes Co.

CINCINNATI
L-25D

WILKES CO (See NORTH WILKESBORO)

WILKI N36°06.77' W81°05.89' NOTAM FILE RDU.
NDB (MHW/LOM) 209 UKF 006°6.6 NM to Wilkes Co.

CINCINNATI
L-25D

WILLIAMSTON N35°51.54' W77°10.68' NOTAM FILE RDU.
NDB (MHW) 336 MCZ at Martin Co.

CHARLOTTE
L-35C

WILLIAMSTON

MARTIN CO (MCZ) 6 W UTC-5(-4DT) N35°51.73' W77°10.69'

76 B FUEL 100LL NOTAM FILE RDU

RWY 03-21: H5000X75 (ASPH) S-21 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 21: PAPI(P2L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. For fuel after hrs call 252-792-1964 or 252-809-2281. For svc after hrs call 252-792-1964. Deer on and invof arpt. PAPI RWY 03, Rwy 21 opr continuously. MIRL Rwy 03-21 dusk to dawn; to change intensity of MIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

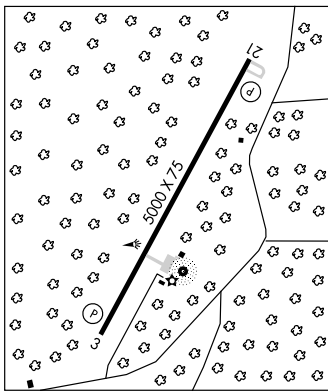
® WASHINGTON CENTER APP/DEP CON 135.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 110° 26.5 NM to fld. 70/05W

WILLIAMSTON NDB (MHW) 336 MCZ N35°51.54' W77°10.68'
at fld.

CHARLOTTE
H-9C, 12H, L-35C
IAP

NDB RWY 6

WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

NDB CPC 227	APP CRS 059°	Rwy Idg TDZE Apt Elev	5500 99 99
-----------------------	------------------------	-----------------------------	---------------------------------------

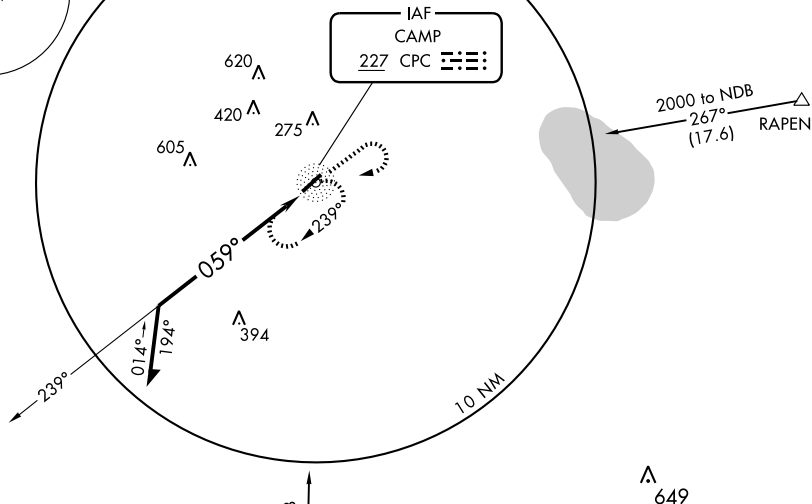
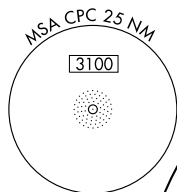
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, S-6 Cat. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

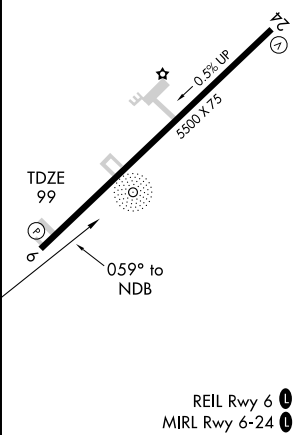
AWOS-3
118.375

MYRTLE BEACH APP CON ★
119.2 350.3

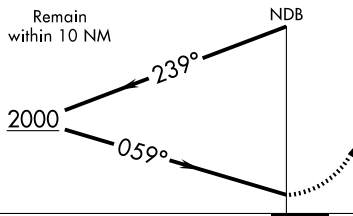
UNICOM
122.8 (CTAF) 0



ELEV 99



Remain
within 10 NM



1100 ↑	2000 ↗	CPC 227
-----------	-----------	------------

CATEGORY	A	B	C	D
S-6	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-2 581 (600-2)

APP CRS **055°**
 Rwy ldg **5500**
 TDZE **99**
 Apt Elev **99**

RNAV (GPS) RWY 6

WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

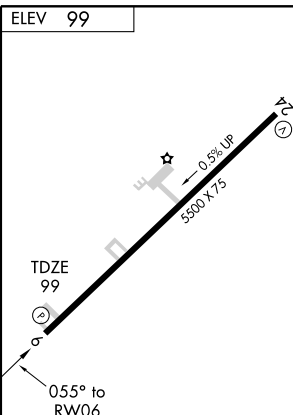
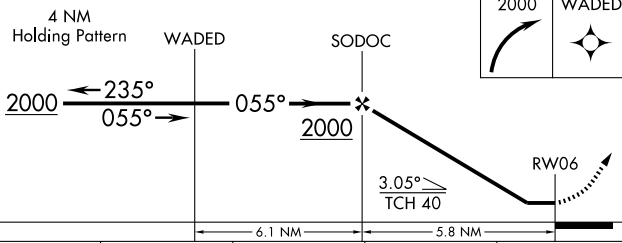
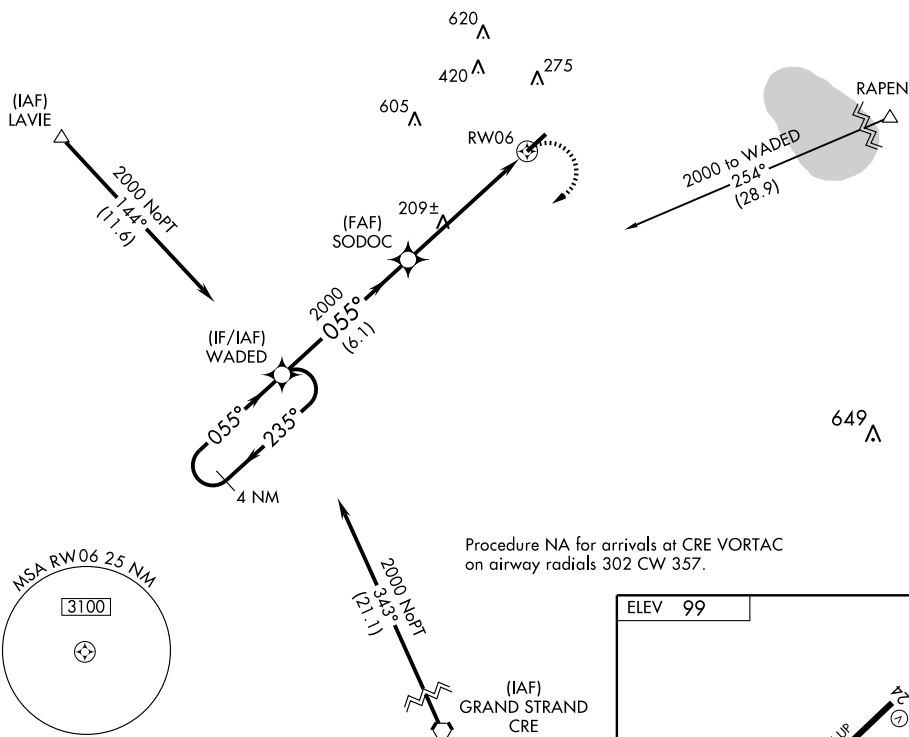
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

AWOS-3
118.375

MYRTLE BEACH APP CON ★
119.2 350.3

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	500-1 401 (500-1)	500-1¼ 401 (500-1¼)	500-1¼ 401 (500-1¼)	500-1¼ 401 (500-1¼)
CIRCLING	560-1 461 (500-1)	560-1½ 461 (500-1½)	560-1½ 461 (500-1½)	660-2 561 (600-2)

WHITEVILLE

COLUMBUS CO MUNI (CPC) 3 S UTC-5(-4DT) N34°16.37' W78°42.90'

99 B FUEL 100LL, JET A1+ NOTAM FILE CPC

RWY 06-24: H5500X75 (ASPH) S-24, D-30 MIRL 0.5% up SW

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 24: VASI(V2L)—GA 3.0° TCH 37'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1400-2300Z†. Arpt unattended Christmas day. For emergency svc after hrs call 910-654-3389/642-0685. Deer on and invof arpt. Rwy 24 has 15' dropoff 200' from thld both sides. Rwy 06 REIL OTS indef. Rwy 24 VASI OTS indef. MIRL Rwy 06-24 opr dusk-0500Z†, after 0500Z† ACTIVATE MIRL Rwy 06-24—CTAF. ACTIVATE REIL Rwy 06—CTAF. PAPI Rwy 06 and VASI Rwy 24 on continuously.

WEATHER DATA SOURCES: AWOS-3 118.375 (910) 642-7508.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

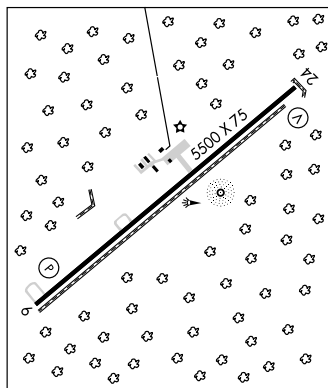
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 090° 46.9 NM to fld. 110/03W. HIWAS.

CAMP NDB (MHW) 227 CPC N34°16.31' W78°42.84' at fld.

NOTAM FILE RDU. Unmonitored Mon-Sat 2300-1300Z† and Sun 2300-1400Z†.



WHITFIELD FARMS (See HURDLE MILLS)

WILGROVE AIR PARK (See CHARLOTTE)

WILKESBORO N36°13.36' W81°05.92'
RCO 122.4 (RALEIGH RADIO) at Wilkes Co.

CINCINNATI
L-25D

WILKES CO (See NORTH WILKESBORO)

WILKI N36°06.77' W81°05.89' NOTAM FILE RDU.
NDB (MHW/LOM) 209 UKF 006°6.6 NM to Wilkes Co.

CINCINNATI
L-25D

WILLIAMSTON N35°51.54' W77°10.68' NOTAM FILE RDU.
NDB (MHW) 336 MCZ at Martin Co.

CHARLOTTE
L-35C

WILLIAMSTON

MARTIN CO (MCZ) 6 W UTC-5(-4DT) N35°51.73' W77°10.69'

76 B FUEL 100LL NOTAM FILE RDU

RWY 03-21: H5000X75 (ASPH) S-21 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 21: PAPI(P2L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. For fuel after hrs call 252-792-1964 or 252-809-2281. For svc after hrs call 252-792-1964. Deer on and invof arpt. PAPI RWY 03, Rwy 21 opr continuously. MIRL Rwy 03-21 dusk to dawn; to change intensity of MIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

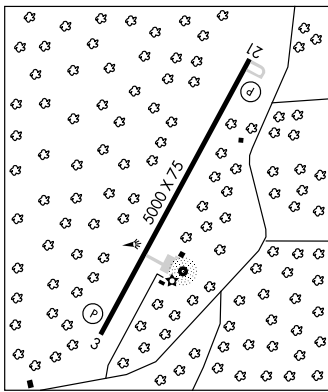
® WASHINGTON CENTER APP/DEP CON 135.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 110° 26.5 NM to fld. 70/05W

WILLIAMSTON NDB (MHW) 336 MCZ N35°51.54' W77°10.68'
at fld.

CHARLOTTE
H-9C, 12H, L-35C
IAP

NDB MCZ 336	APP CRS 208°	Rwy Idg TDZE Apt Elev	5000 76 76
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 21

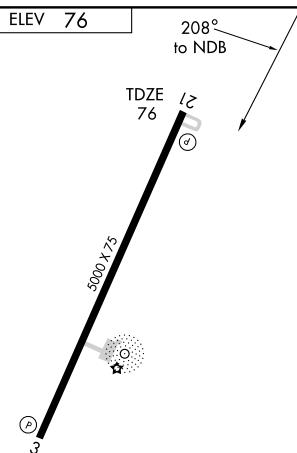
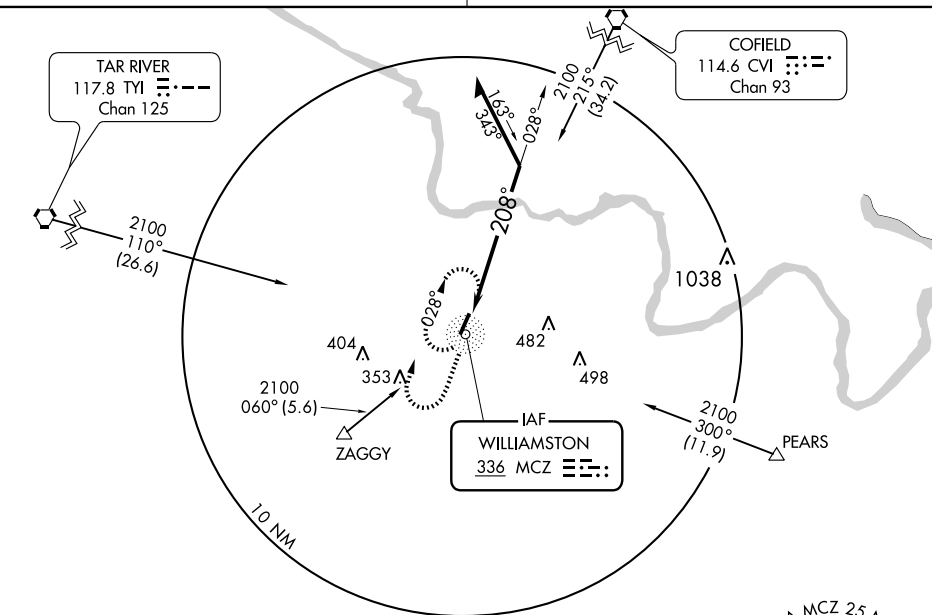
WILLIAMSTON/MARTIN COUNTY (MCZ)

▼
▲ NA
Use Pitt-Greenville altimeter setting; if not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

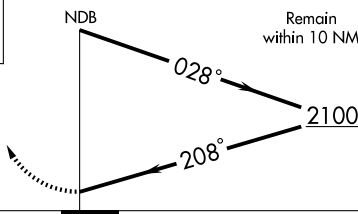
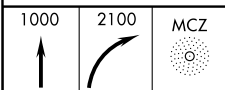
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct MCZ NDB and hold.

WASHINGTON CENTER
135.5 281.42

UNICOM
122.8 (CTAF) 0



MIRL Rwy 3-21 0



CATEGORY	A	B	C	D
S-21	600-1	524 (600-1)	600-1½ 524 (600-1½)	600-1¾ 524 (600-1¾)
CIRCLING	600-1	524 (600-1)	600-1½ 524 (600-1½)	640-2 564 (600-2)

APP CRS **033°**
Rwy Idg **5000**
TDZE **75**
Apt Elev **76**

RNAV (GPS) RWY 3

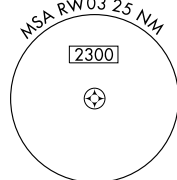
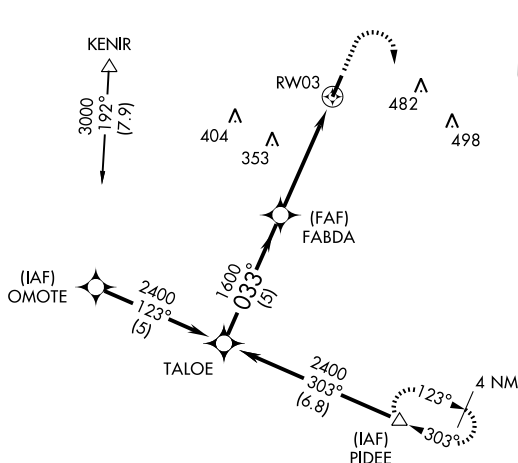
WILLIAMSTON/MARTIN COUNTY (MCZ)

▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
▲ NA Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

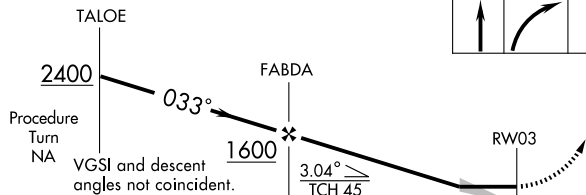
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PIDEE WP and hold.

WASHINGTON CENTER
135.5 281.42

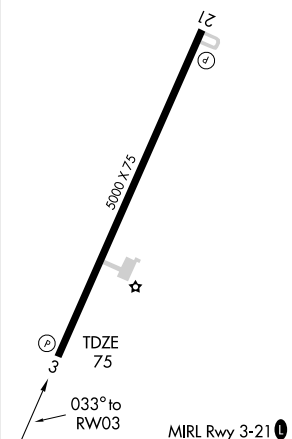
UNICOM
122.8 (CTAF) 0



ELEV 76



CATEGORY	A	B	C	D
LNNAV MDA	520-1	445 (500-1)	520-1¼ 445 (500-1¼)	520-1½ 445 (500-1½)
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)



APP CRS **213°**
Rwy ldg **5000**
TDZE **76**
Apt Elev **76**

RNAV (GPS) RWY 21

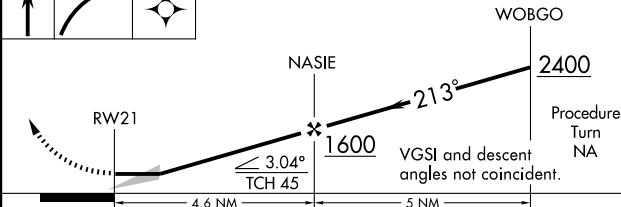
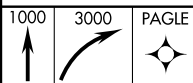
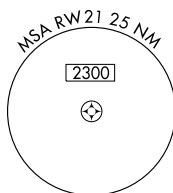
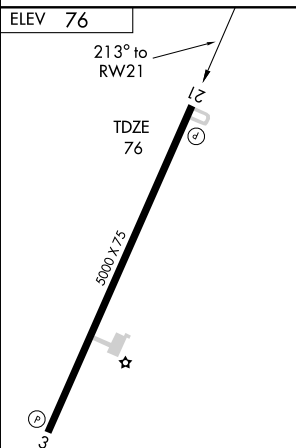
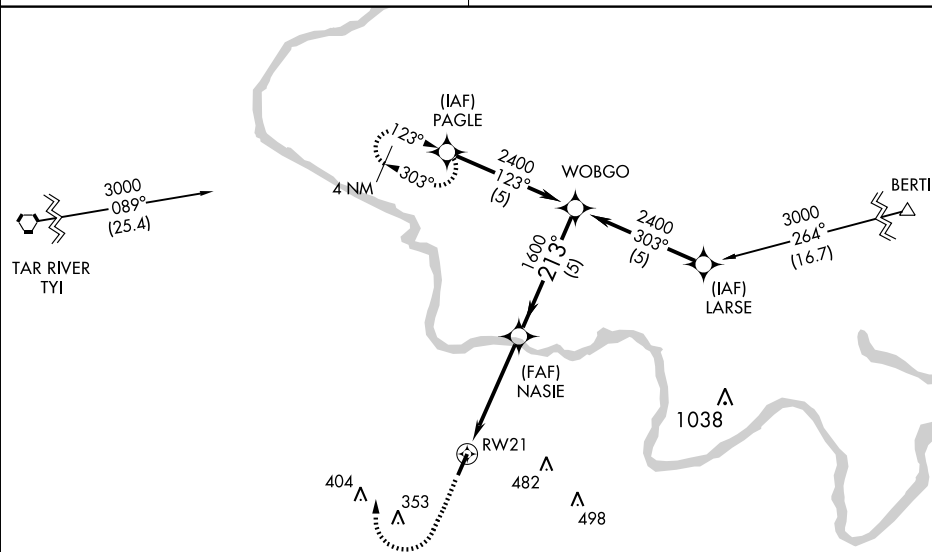
WILLIAMSTON/ MARTIN COUNTY (MCZ)

V GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Pitt-Greenville altimeter setting; If not received, use
Δ NA Rocky Mount altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing
right turn to 3000 direct PAGLE WP and hold.

WASHINGTON CENTER
135.5 281.42

UNICOM
122.8 (CTAF)



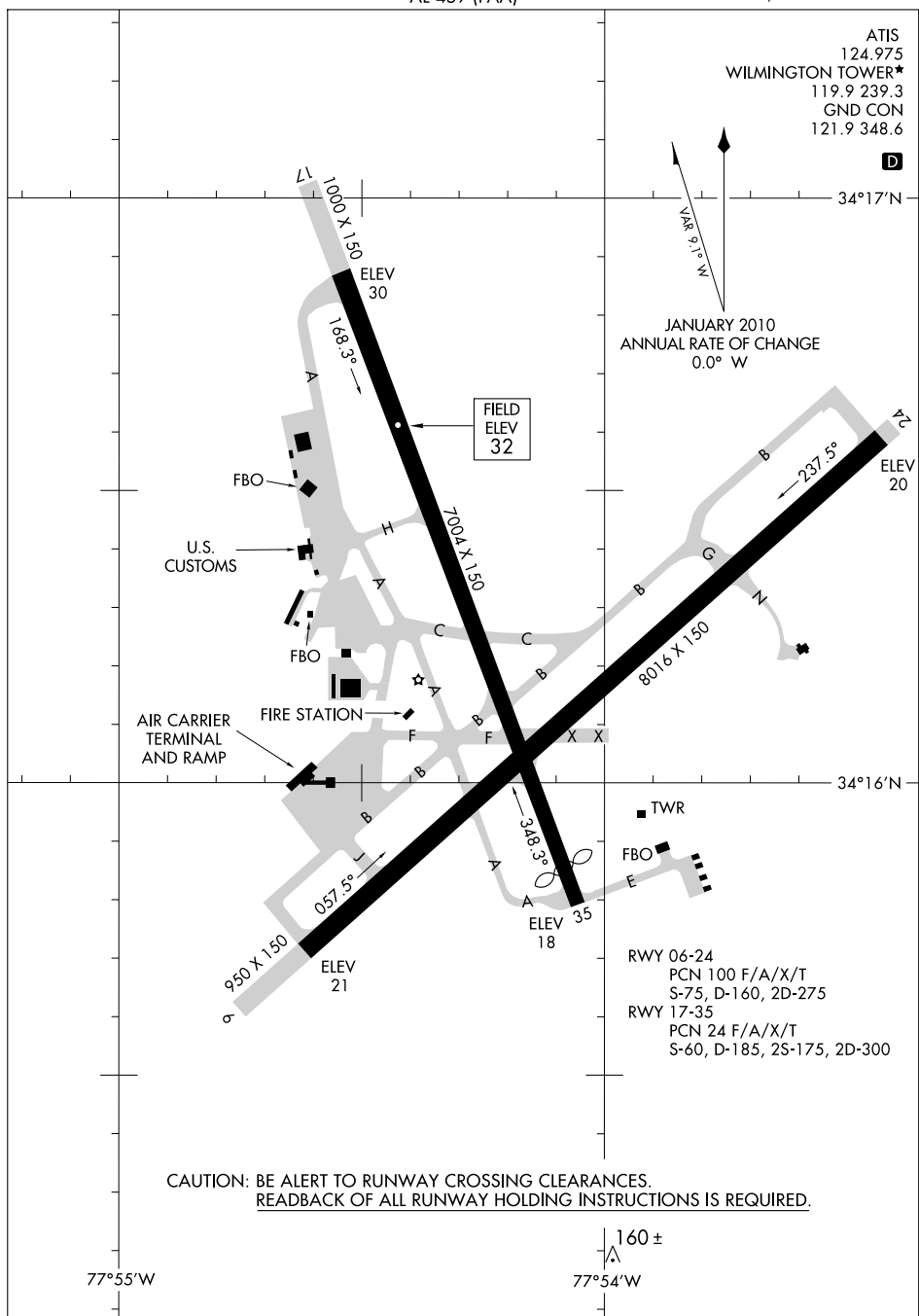
CATEGORY	A	B	C	D
LNNAV MDA	480-1	404 (500-1)	480-1¼	404 (500-1¼)
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)

AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)
WILMINGTON, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010



SE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

WILMINGTON, NORTH CAROLINA
WILMINGTON INTL (ILM)

WILMINGTON INTL (ILM)(KILM) CIV/MIL/AF 3 NE UTC-5(-4DT) N34°16.24' W77°54.15'

32 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B

NOTAM FILE ILM

RWY 06-24: H8016X150 (ASPH-GRVD) S-75, D-160, 2S-175, 2D-275 PCN 100 F/A/X/T HIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 60'.

RWY 24: MALSR. VASI(V4L)—GA 3.0° TCH 48'.

RWY 17-35: H7004X150 (ASPH-GRVD) S-60, D-185, 2S-175, 2D-300 PCN 24 F/A/X/T HIRL

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 53'. Tree.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 34'. Dsplcd thld 400'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-8016 TODA-8016 ASDA-8016 LDA-8016

RWY 17: TORA-7004 TODA-7004 ASDA-6204 LDA-6204

RWY 24: TORA-8016 TODA-8016 ASDA-8016 LDA-8016

RWY 35: TORA-7004 TODA-7004 ASDA-7004 LDA-6604

MILITARY SERVICE: FUEL (NC-100LL). A+ (Air Wilmington, Inc, C910-763-4691.)

AIRPORT REMARKS: Attended continuously. Aft taxiing from S ramp obtain ATC clnc prior to crossing Rwy 17-35 1100-0400Z†. Rwy 24 touchdown runway visual range avbl. **ACTIVATE REIL** Rwy 06 and Rwy 24, MALSR Rwy 24, HIRL Rwy 06-24, all twy lgtS—CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (C910) 343-9489

COMMUNICATIONS: CTAF 119.9 ATIS 124.975 UNICOM 122.95

RCO 122.1R 117.0T (RALEIGH RADIO)

RCO 122.55 (RALEIGH RADIO)

Ⓡ **APP/DEP CON** 135.75 317.425 (344°-163°) 118.25 284.65 (164°-343°) (1100-0400Z†)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.75 317.425 (0400-1100Z†)

TOWER 119.9 239.3 (1100-0400Z†) **GND CON** 121.9 348.6 **CLNC DEL** 121.9 348.6

AIRSPACE: CLASS D svc 1100-0400Z† other times CLASS E.

TRSA svc ctc **APP CON** within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILM.

(H) **VORTAC** 117.0 ILM Chan 117 N34°21.10' W77°52.46' 205° 5.1 NM to fld. 20°/07W.

VOR portion unusable:

165°-169°

220°-273° byd 5 NM blo 17,500'

186°-219° byd 16 NM blo 3000'

274°-314° byd 5 NM

186°-219° byd 21 NM

315°-164° byd 5 NM blo 8,000'

186°-219° blo 2000'

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 059° 49.3 NM to fld.

20°/03W. NOTAM FILE CRE.

AIRLI NDB (LOM) 281 IL N34°11.48' W77°51.98' 346° 5.1 NM to fld. Unmonitored when twr clsd.

WILZE NDB (LOM) 205 GM N34°20.25' W77°48.71' 236° 6.0 NM to fld.

ILS 110.3 I-ILM Rwy 35. Class IB. LOM AIRLI NDB. ILS unmonitored when twr clsd. LOC unusable byd 26° right of course.

ILS 111.55 I-GMX Rwy 24. Class IE. LOM WILZE NDB.

ILS/DME 109.95 I-GNM Chan 36(Y) Rwy 06. GS unusable byd 7° right of course.

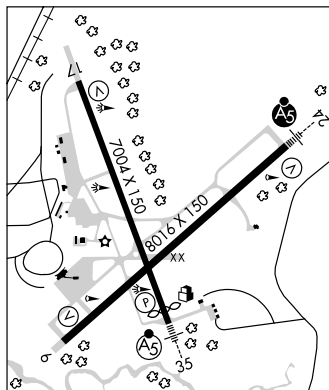
ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CHARLOTTE

H-9C, L-35B

DIAP, AD



LOC/DME I-GNM	APP CRS	Rwy Idg	8016
109.95	055°	TDZE	28
Chan 36 (Y)		Apt Elev	32

ILS or LOC/DME RWY 6

WILMINGTON INTL (ILM)

ASR If local altimeter setting not received, use Brunswick County altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when using Brunswick County altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 055° and ILM VORTAC R-160 to ILM VORTAC and hold.

ATIS
124.975

WILMINGTON APP CON ★
118.25 284.65 (164°-343°)
135.75 317.425 (344°-163°)

WILMINGTON TOWER ★
119.9 (CTAF) **239.3**

GND CON
121.9 348.6

UNICOM
122.95

ALTERNATE
MISSED APCH FIX

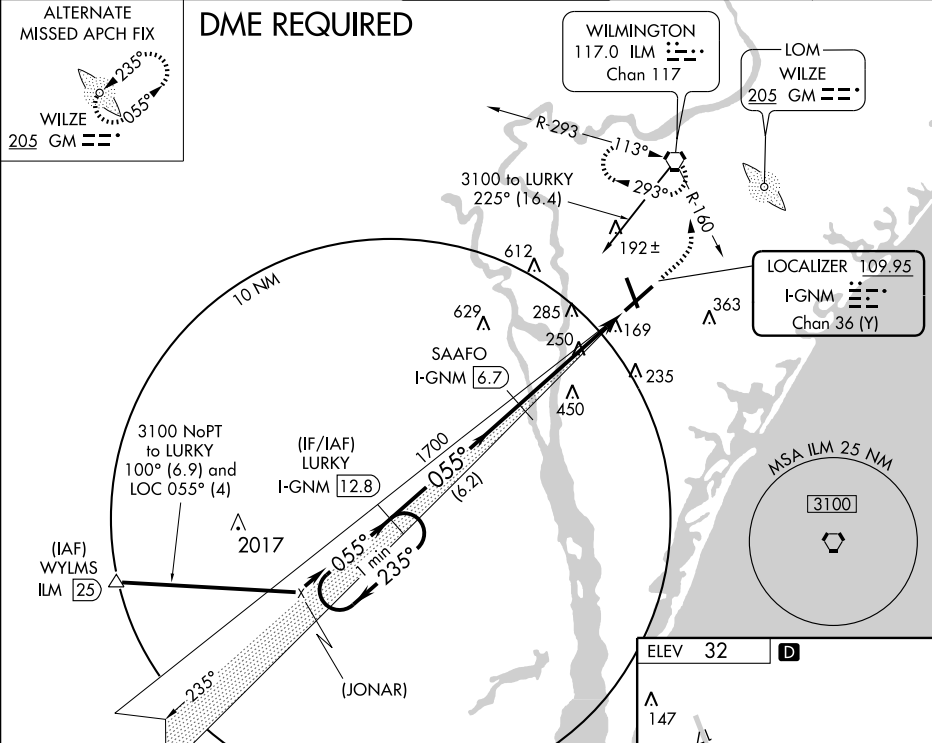


DME REQUIRED

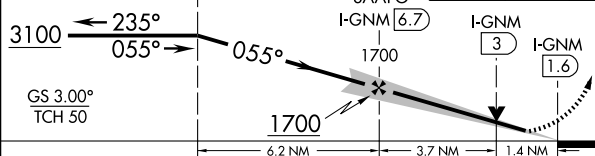
WILMINGTON
117.0 ILM
Chan 117

LOM
WILZE
205 GM

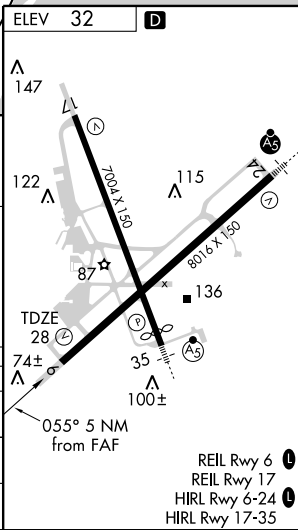
LOCALIZER 109.95
I-GNM
Chan 36 (Y)



One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-ILS 6	228/40 200 (200-¾)			
S-LOC 6	500/50	472 (500-1)	500/60 472 (500-¼)	500-1½ 472 (500-1½)
CIRCLING	560-1	528 (600-1)	560-1½ 528 (600-1½)	640-2 608 (700-2)



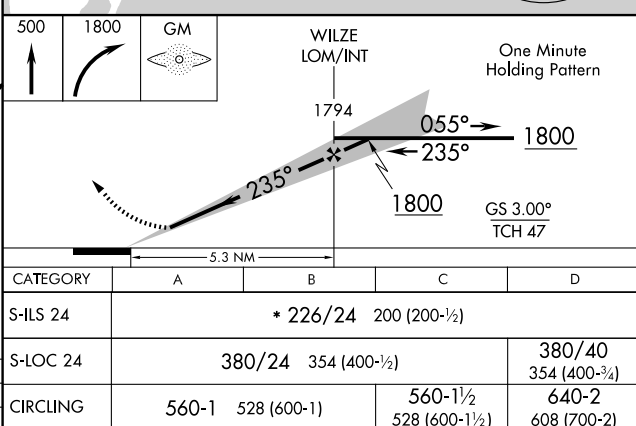
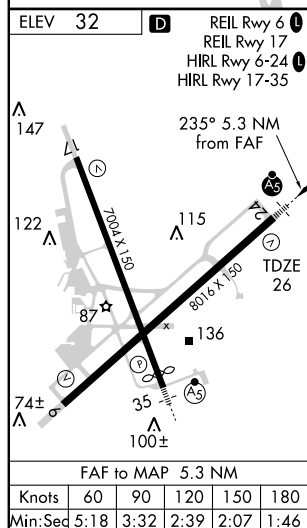
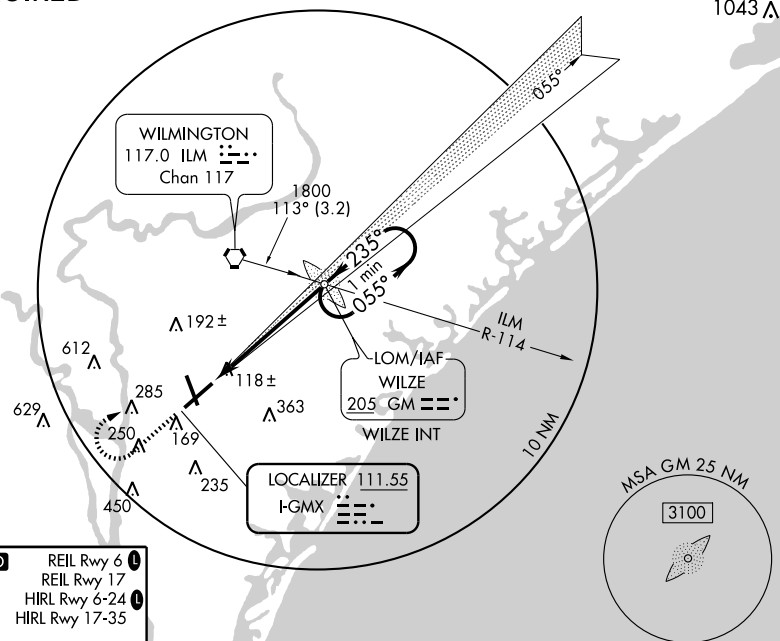
REIL Rwy 6
REIL Rwy 17
HIRL Rwy 6-24
HIRL Rwy 17-35

LOC I-GMX <u>111.55</u>	APP CRS 235°	Rwy Idg 8016 TDZE 26 Apt Elev 32
-----------------------------------	------------------------	---

ILS or LOC RWY 24
WILMINGTON INTL (ILM)

<div><div><div>▼</div><div>▲</div></div><div>ASR</div></div>	If local altimeter setting not received, use Brunswick County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED. Straight-in minimums NA at night when control tower closed. * RVR 1800 authorized with the use of FD or AP or HUD to DA.		MALSR <div><div>AS</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.	
	ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95

ADF REQUIRED



LOC I-ILM 110.3	APP CRS 346°	Rwy Idg TDZE Apt Elev	6604 30 32
---------------------------	------------------------	-----------------------------	---------------------------------------

ILS or LOC RWY 35

WILMINGTON INTL (ILM)

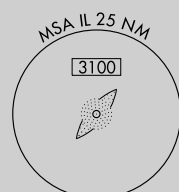
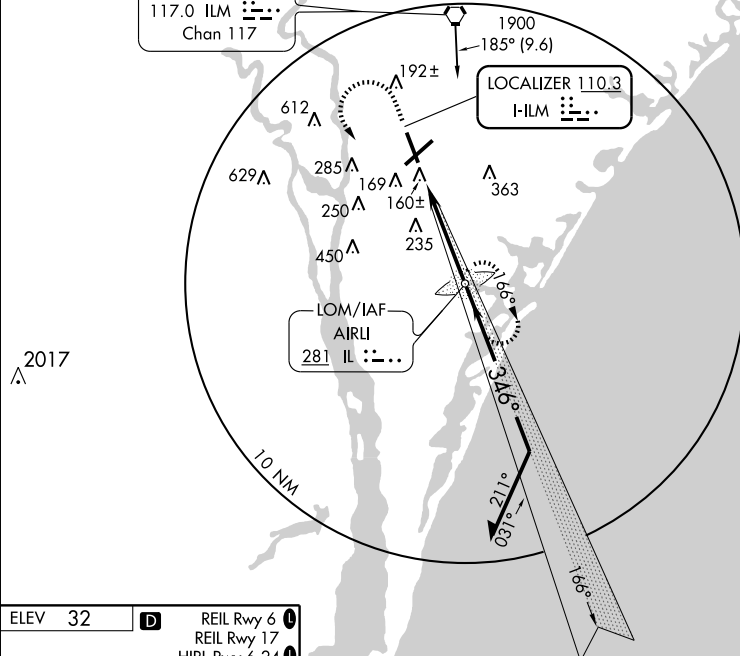
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.



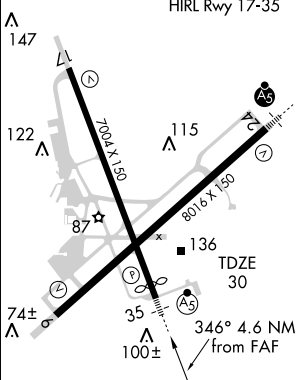
MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct IL LOM and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
------------------------	---	--	-------------------------------	-------------------------

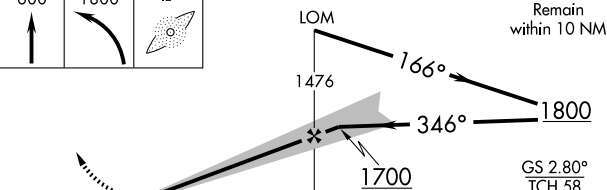
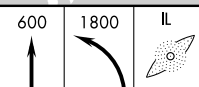
WILMINGTON
117.0 ILM
Chan 117



ELEV 32	D	REIL Rwy 6
		REIL Rwy 17
		HIRL Rwy 6-24
		HIRL Rwy 17-35



ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 35	* 230/24 200 (200-½)			
S-LOC 35	420/24 390 (400-½)			420/40 390 (400-¾)
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	640-2 608 (700-2)

WAAS CH 86599 W06A	APP CRS 055°	Rwy Idg 8016 TDZE 28 Apt Elev 32
--	------------------------	---

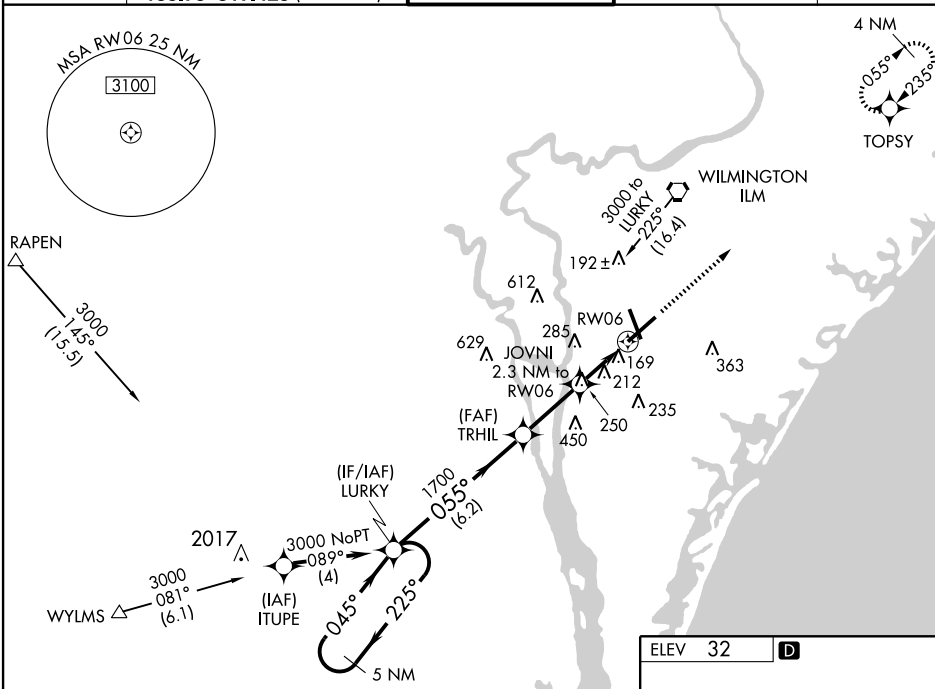
RNAV (GPS) RWY 6

WILMINGTON INTL (ILM)

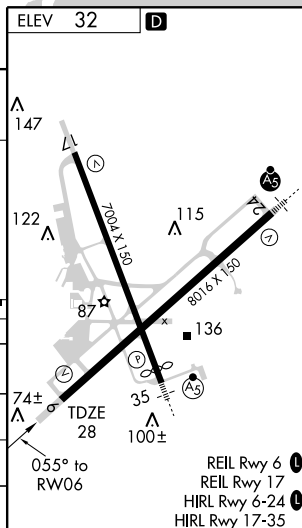
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. VDP and Baro-VNAV NA when using Oak Island altimeter setting. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
------------------------	---	--	-------------------------------	-------------------------



5 NM Holding Pattern				
LURKY				
3000 ← 225° → 045° → 055° → 1700				
GS 3.00° TCH 60				
6.2 NM 2.7 NM 1.1 NM 1.3				
CATEGORY	A	B	C	D
LPV DA	300-1 272 (300-1)			
LNAV/VNAV DA	587-2 559 (600-2)			
LNAV MDA	480-1 452 (500-1)		480-1½ 452 (500-1½)	480-1½ 452 (500-1½)
CIRCLING	560-2 528 (600-2)		600-2 568 (600-2)	



WAAS CH 90499 W17A	APP CRS 166°	Rwy Idg 6204 TDZE 32 Apt Elev 32
--	------------------------	---

RNAV (GPS) RWY 17

WILMINGTON INTL (ILM)

ASR DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

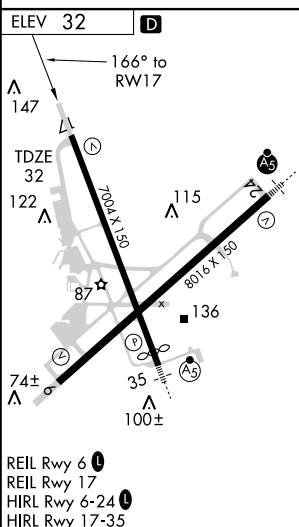
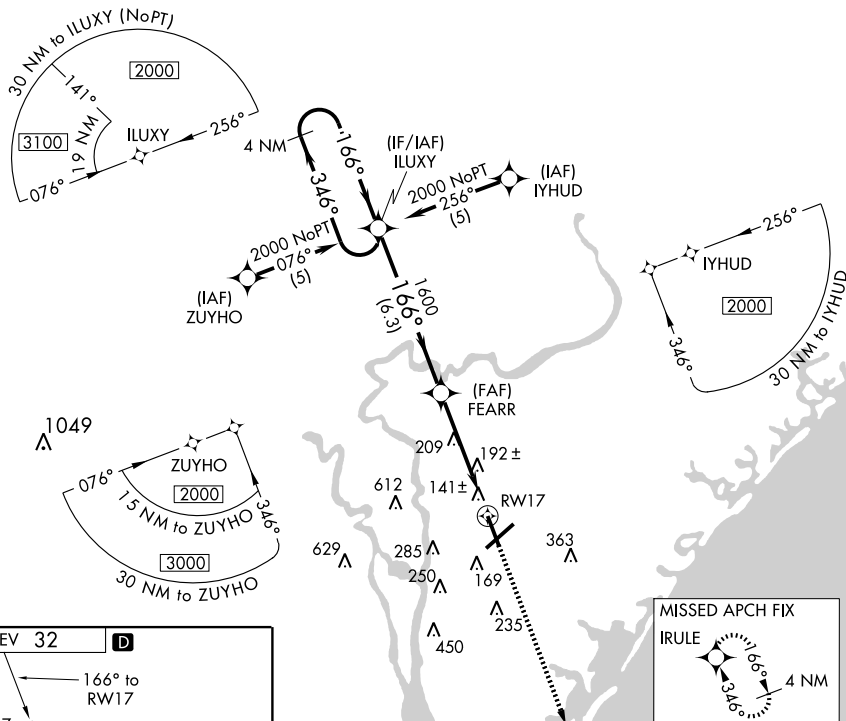
MISSED APPROACH: Climb to 1700 direct IRULE and hold.

ATIS
124.975

WILMINGTON APP CON ★
118.25 284.65 (164°-343°)
135.75 317.425 (344°-163°)

WILMINGTON TOWER★
119.9(CTAF) **L** 239.3

GND CON
121.9 348.6

UNICOM
122.95[illegible]

WILMINGTON, NORTH CAROLINA

Amdt 1 10154

34°16'N - 77°54'W

WILMINGTON INTL (ILM)

RNAV (GPS) RWY 17

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 45899 W24A	APP CRS 235°	Rwy Idg 8016 TDZE 26 Apt Elev 32
--	------------------------	---

RNAV (GPS) RWY 24

WILMINGTON INTL (ILM)

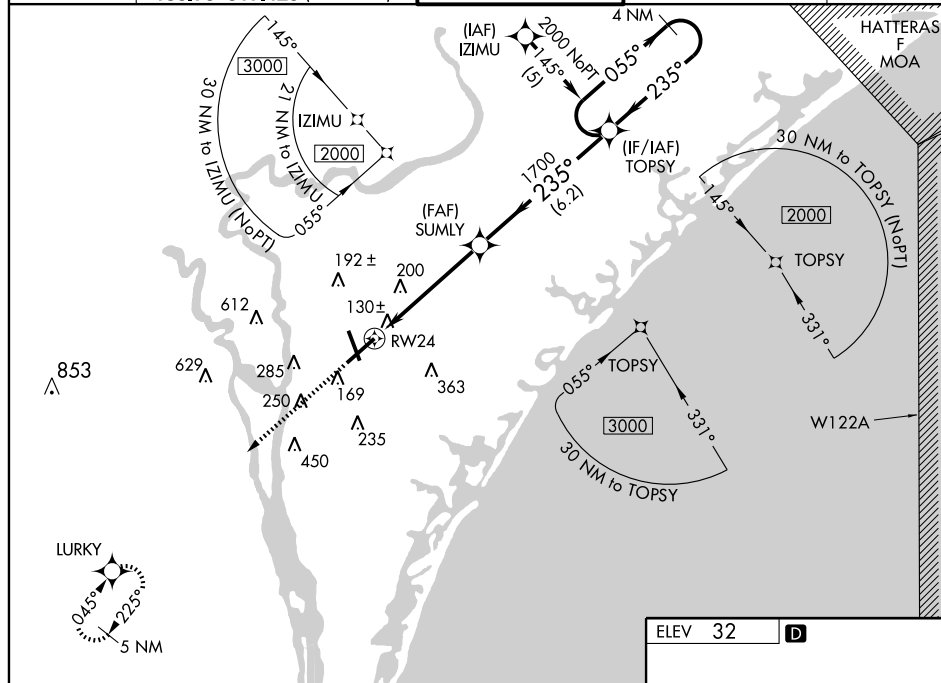
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. ASR VDP and Baro-VNAV NA when using Oak Island altimeter setting.

MALSR



MISSED APPROACH: Climb to 3000 direct LURKY and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
------------------------	---	--	-------------------------------	-------------------------



3000

↑

LURKY

✦

TOPSY

4 NM Holding Pattern

*LNAV Only

*1.3 NM to RW24

SUMLY

055° → 2000

← 235°

GS 3.00° TCH 55

1700

235°

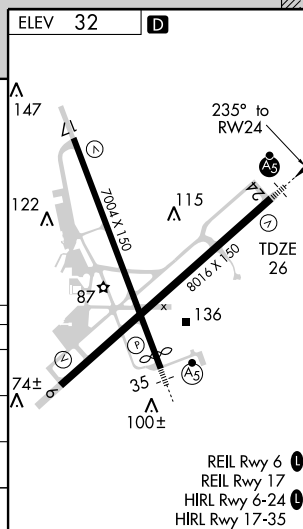
1.3 NM

3.7 NM

6.2 NM

RW24

CATEGORY	A	B	C	D
LPV DA	367-1¼ 341 (400-1¼)			
LNAV/VNAV DA	405-1¼ 379 (400-1¼)			
LNAV MDA	500-1 474 (500-1)	500-1¼ 474 (500-1¼)	500-1½ 474 (500-1½)	
CIRCLING	560-1¼ 528 (600-1¼)	560-1½ 528 (600-1½)	600-2 568 (600-2)	



WAAS CH 50499 W35A	APP CRS 346°	Rwy Idg 6604 TDZE 30 Apt Elev 32
--	------------------------	---

RNAV (GPS) RWY 35

WILMINGTON INTL (ILM)

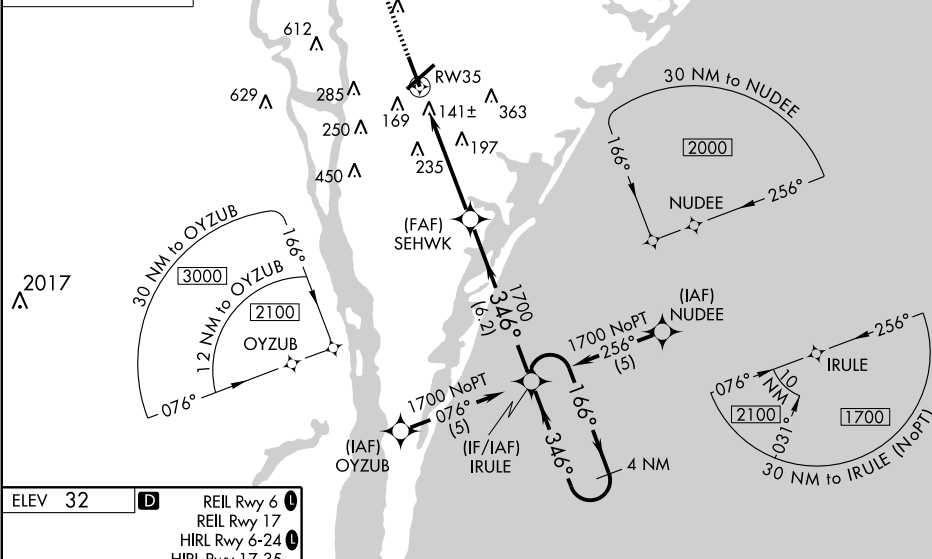
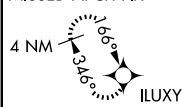
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000.



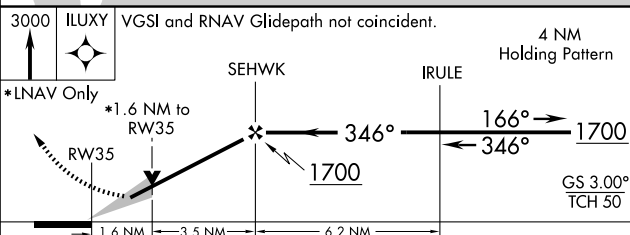
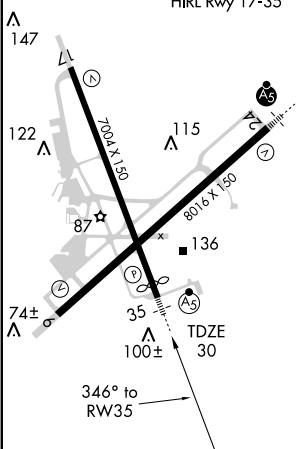
MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95
------------------------	---	--	-------------------------------	-------------------------

MISSED APCH FIX



ELEV 32 **D** REIL Rwy 6
REIL Rwy 17
HIRL Rwy 6-24
HIRL Rwy 17-35



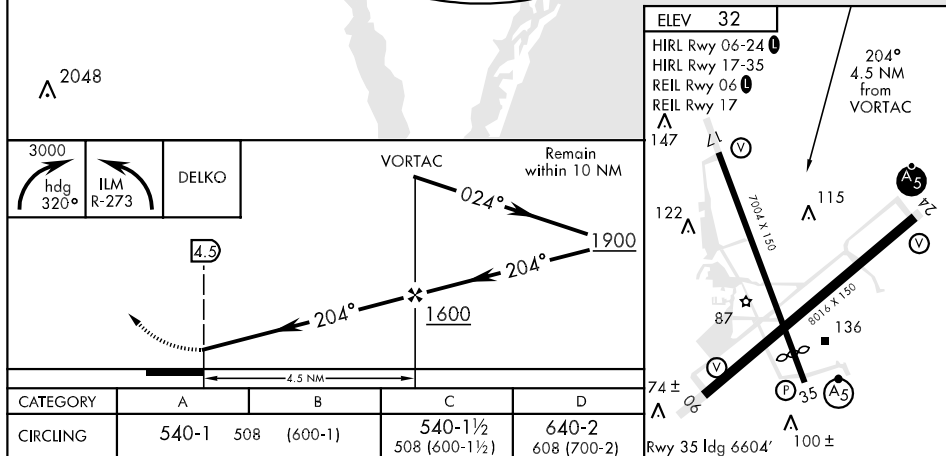
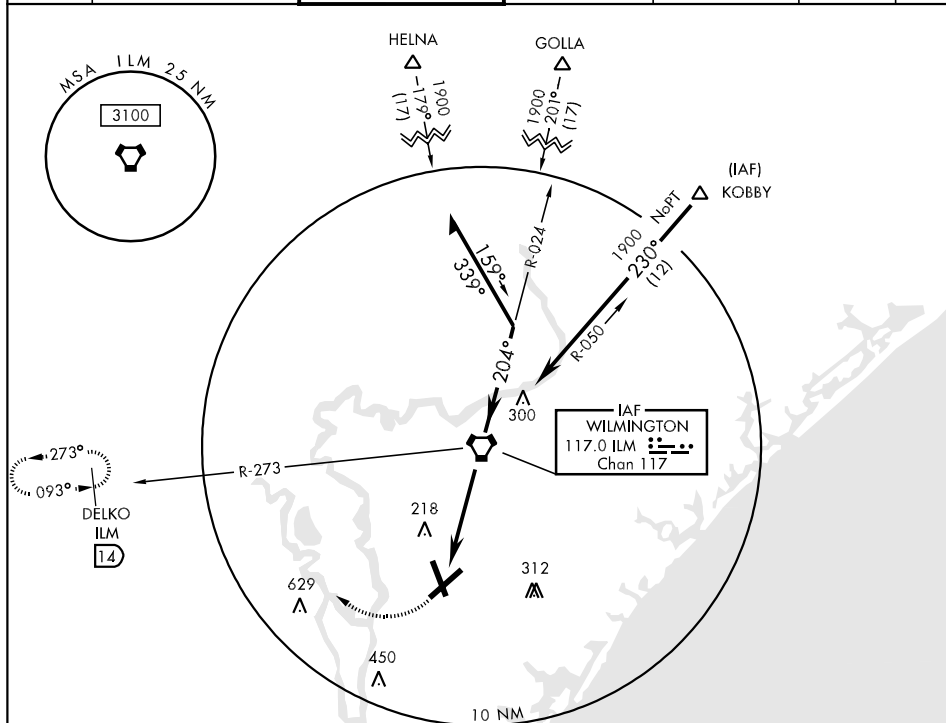
CATEGORY	A	B	C	D
LPV DA	351/40 321 (400-¾)			
LNAV/VNAV DA	471/50 441 (500-1)			
LNAV MDA	500/24 470 (500-½)	500/40 470 (500-¾)	500/50 470 (500-1)	600-2 568 (600-2)
CIRCLING	560-1½	528 (600-1½)		

VORTAC ILM 117.0 Chan 117	APCH CRS 204°	Rwy Idg TDZE Arprt Elev	N/A N/A 32
---------------------------------	------------------	-------------------------------	------------------

AL-459 [USN]

WILMINGTON INTL (KILM)

			MISSED APPROACH: Climbing right turn to 3000 via hdg 320° and ILM VORTAC R-273 to DELKO int and hold.			
ATIS 124.975	WILMINGTON APP CON 135.75 317.42	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95	ASR



WILMINGTON, NORTH CAROLINA

34° 16' N-77° 54' W

WILMINGTON INTL (KILM)

Orig-A 10154

TACAN-A

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WILSON INDUSTRIAL AIR CENTER (W03) 3 N UTC-5(-4DT) N35°46.22' W77°58.19'

CHARLOTTE

161 B FUEL 100LL, JET A1+ NOTAM FILE RDU

L-35B, 36G

RWY 03-21: H4500X150 (ASPH) S-20 MIRL

IAP

RWY 03: REIL. PAPI(P2L)—GA 3.54°TCH 40'. Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.81°TCH 40'. Trees.

RWY 09-27: H4500X150 (ASPH) S-20

RWY 09: Trees. RWY 27: Trees.

RWY 15-33: H4499X150 (ASPH) S-20

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended 1300-2300Z \ddagger . For svc after hrs call 252-904-9706. Deer on and invof arpt. No line-of-sight between rwy ends. MIRL Rwy 03-21 preset low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 03 and 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

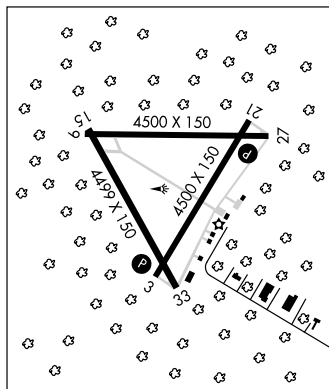
⑧ WASHINGTON CENTER APP/DEP CON 118.475

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

TAR RIVER (L) VORTAC 117.8 TYI Chan 125 N35°58.61'

W77°42.23' 231° 17.9 NM to fld. 70/05W.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.**WILSON'S** (See HICKORY)**WILZE** N34°20.25' W77°48.71' NOTAM FILE ILM.

CHARLOTTE

NDB (LOM) 205 GM 236° 6.0 NM to Wilmington Intl.

WINGATE**US HELIPORT** (N46) 3 N UTC-5(-4DT) N34°59.06' W80°25.15'

CHARLOTTE

590 S4 FUEL JET A NOTAM FILE RDU

HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z \ddagger . PPR weekdays 2200Z \ddagger -SR and weekends/holidays, call 704-233-4254. PPR for ngt ops. Unmarked p-lines N and S of pad. Helicopters with gross weight over 10,000 pounds use TURF W of CONC pad but within fenced area. Tkf and ldg in all quadrants into prevailing wind.

COMMUNICATIONS: CTAF/UNICOM 123.075

APP CRS	Rwy Idg	4500
038°	TDZE	156
	Apt Elev	161

RNAV (GPS) RWY 3

WILSON INDUSTRIAL AIR CENTER (W03)



ANA

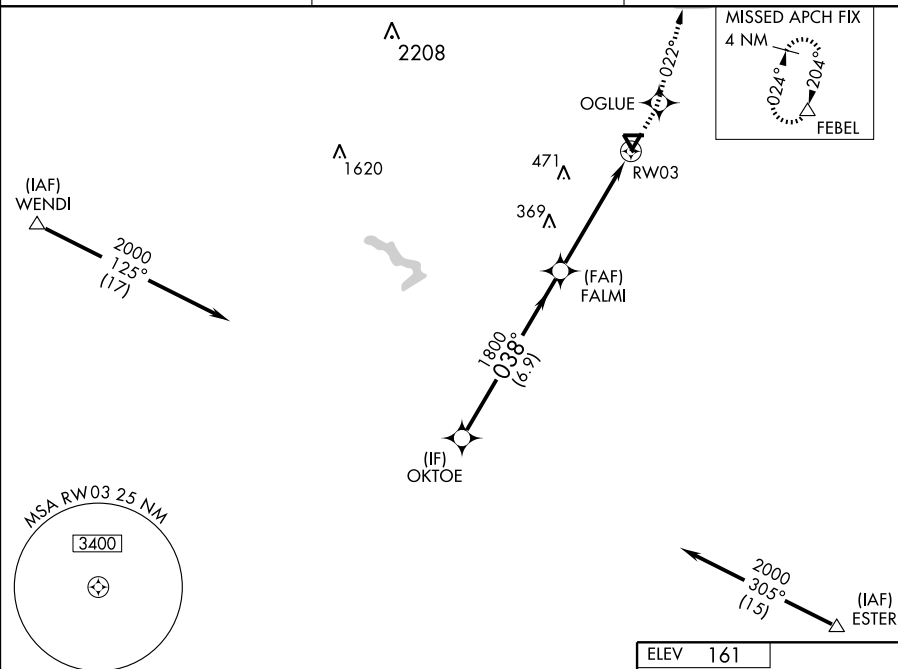
Circling to Rwy 9, 15, 27, 33 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct OGLUE then via 022° track to FEBEL and hold.

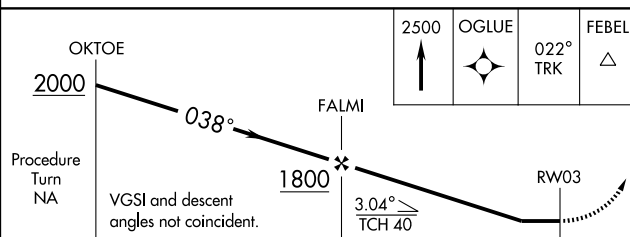
WASHINGTON CENTER
118.475 279.65

UNICOM
123.0 (CTAF) **L**

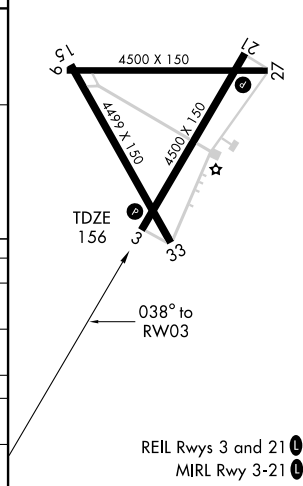
GCO
121,725



ELEV 161



	6.9 NM		5 NM		
CATEGORY	A	B	C	D	
LNAV MDA	560-1	404 (400-1)	560-1¼	404 (400-1¼)	
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)	
ROCKY MOUNT ALTIMETER SETTING MINIMUMS					
LNAV MDA	580-1	424 (500-1)	580-1¼	424 (500-1¼)	
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)	



WILSON, NORTH CAROLINA

Amdt 1A 09127

WILSON INDUSTRIAL AIR CENTER (W03)

RNAV (GPS) RWY 3

35°46'N - 77°58'W

SE-2. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4500
095°	TDZE	161
	Apt Elev	161

RNAV (GPS) RWY 9

WILSON INDUSTRIAL AIR CENTER (W03)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

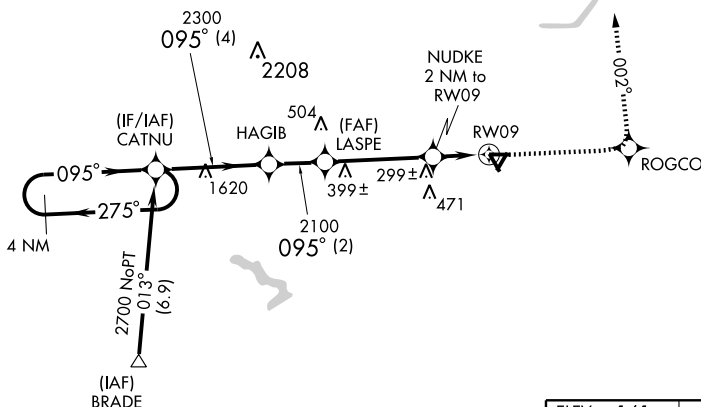
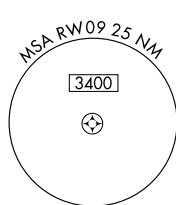
▲ NA

MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

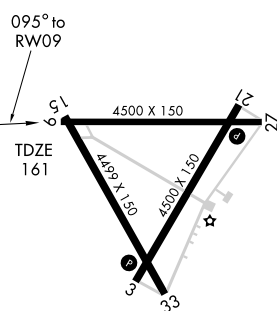
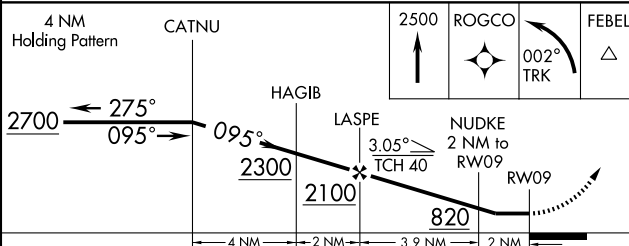
WASHINGTON CENTER
118.475 279.65

UNICOM
123.0 (CTAF) 0

GCO
121.725



ELEV **161**



CATEGORY	A	B	C	D
LNAV MDA	560-1	399 (400-1)		560-1¼ 399 (400-1¼)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1	419 (500-1)	580-1¼	419 (500-1¼)
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwy 3 and 21 **0**
MIRL Rwy 3-21 **0**

APP CRS	Rwy ldg	4499
158°	TDZE	161
	Apt Elev	161

RNAV (GPS) RWY 15

WILSON INDUSTRIAL AIR CENTER (WØ3)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

▲ NA

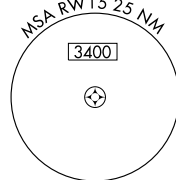
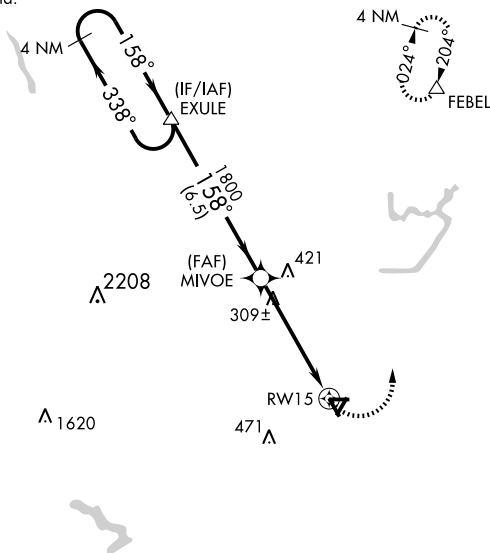
MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER
118.475 279.65

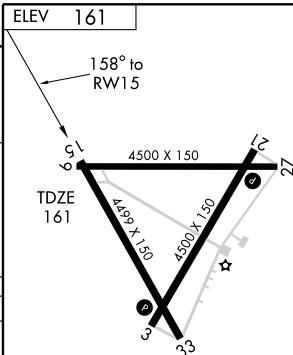
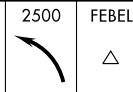
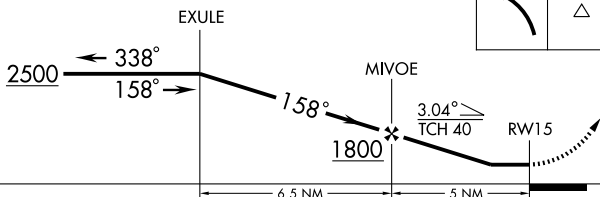
UNICOM
123.0 (CTAF) 0

GCO
121.725

NoPT for arrival at EXULE on V194-310 eastbound.



4 NM
Holding Pattern



CATEGORY	A		B		C		D	
LNAV MDA	560-1 399 (400-1)						560-1¼ 399 (400-1¼)	
CIRCLING	660-1 499 (500-1)				660-1½ 499 (500-1½)		720-2 559 (600-2)	
ROCKY MOUNT ALTIMETER SETTING MINIMUMS								
LNAV MDA	580-1 419 (500-1)				580-1¼ 419 (500-1¼)			
CIRCLING	680-1 519 (600-1)				680-1½ 519 (600-1½)		720-2 559 (600-2)	

REIL Rwy 3 and 21 0

MIRL Rwy 3-21 0

APP CRS	Rwy Idg	4500
204°	TDZE	159
	Apt Elev	161

RNAV (GPS) RWY 21

WILSON INDUSTRIAL AIR CENTER (W03)

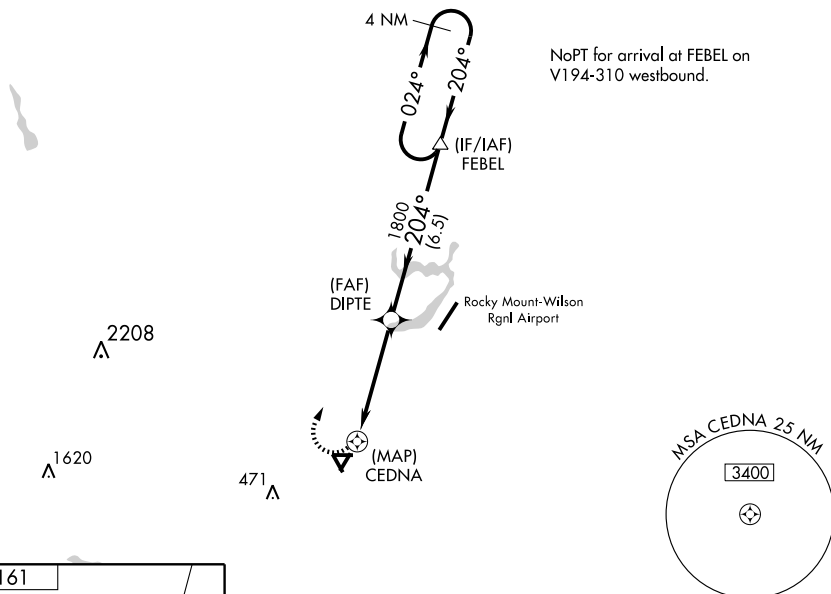
▽ Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. DME/DME RNP-0.3 NA.
△ NA Circling NA at night to Rwy 9, 27, 15, 33.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

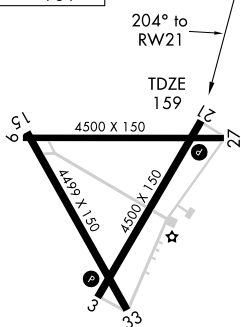
WASHINGTON CENTER
118.475 279.65

UNICOM
123.0 (CTAF) 0



GCO
121.725



ELEV **161**



REIL Rwy 3 and 21 **0**
 MIRL Rwy 3-21 **0**

2500 	FEBEL 	4 NM Holding Pattern			
CATEGORY	A		B	C	D
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)		
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)		720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS					
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)		
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)		720-2 559 (600-2)

10210

AIRPORT DIAGRAM

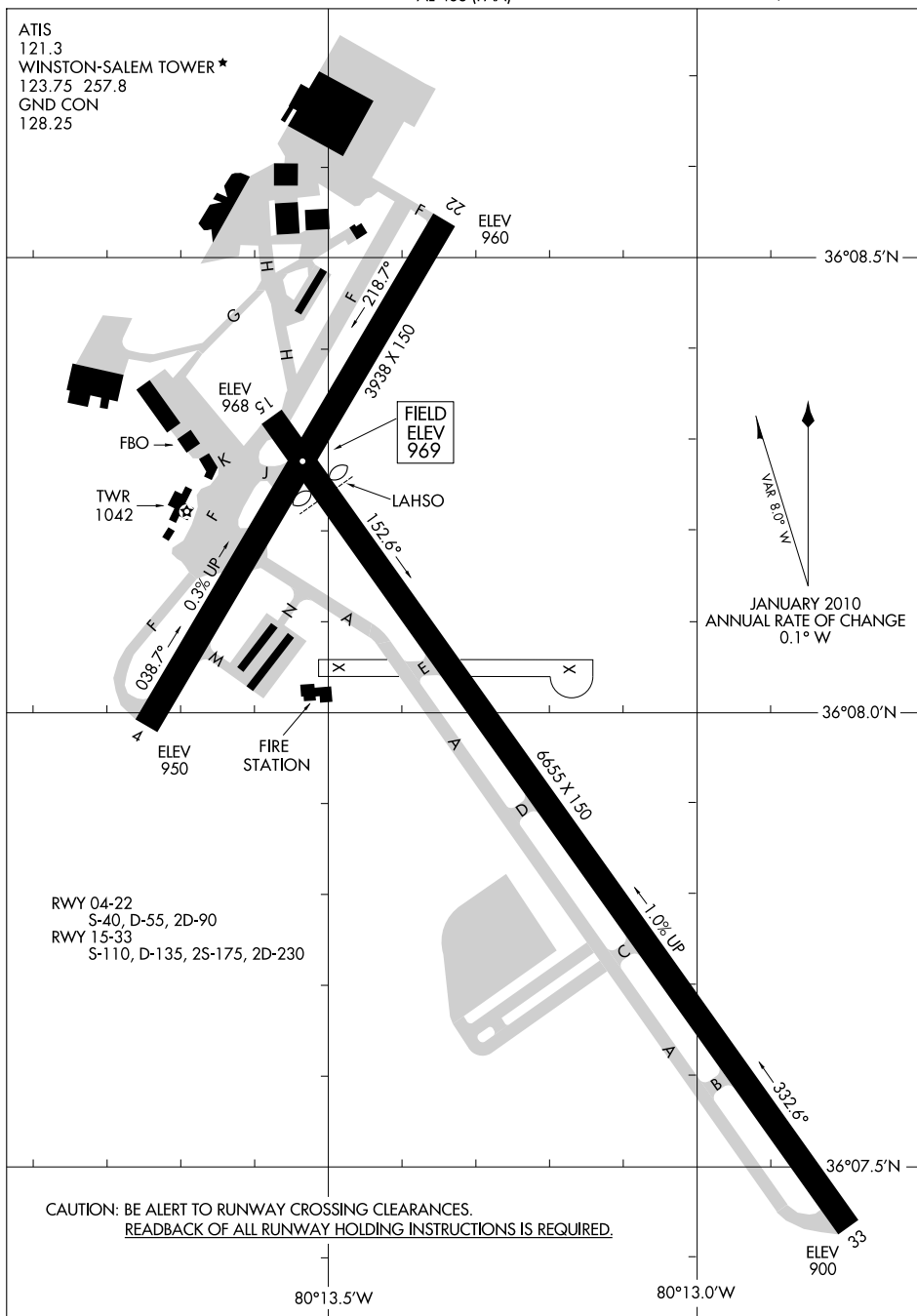
WINSTON-SALEM /SMITH REYNOLDS (INT')

AL-463 (FAA)

WINSTON-SALEM, NORTH CAROLINA

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010



AIRPORT DIAGRAM

10210

WINSTON-SALEM, NORTH CAROLINA
WINSTON-SALEM /SMITH REYNOLDS (INT')

WINSTON SALEM**SMITH REYNOLDS** (INT) 3 NE UTC-5(-4DT) N36°08.02' W80°13.32'

CINCINNATI

969 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA ARFF Index—See Remarks
NOTAM FILE INTH-9B, 12G, L-25D, 36F
IAP, AD**RWY 15-33:** H6655X150 (ASPH-GRVD) S-110, D-135, 2S-175, 2D-230 HIRL 1.0% up NW**RWY 15:** REIL. PAPI(P4L)—GA 3.0°TCH 36'. Thld displcd 586'. Bldg.**RWY 33:** MALSR.**RWY 04-22:** H3938X150 (ASPH) S-40, D-55, 2D-90 MIRL 0.3% up NE**RWY 04:** Trees. **RWY 22:** PAPI(P2L)—GA 3.0°TCH 39'. Trees.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 33	04-22	6010

AIRPORT REMARKS: Attended continuously. Class IV, ARFF Index A. CLOSED to air carrier opr with more than 30

passenger seats 0400-1200Z† except 24 hr PPR. ARFF Index B coverage also avbl, call arpt manager

336-767-6361. Boeing 727-200 series are restricted to rwy 15-33, terminal ramp, and Twy A and Twy F only.

Rwy 33 touchdown rwy visual range avbl. HIRL Rwy 15-33 preset on med ints when twr clsd, MIRL Rwy 04-22

unavailable when twr clsd. When twr clsd ACTIVATE REIL Rwy 15 and MALSR Rwy 33—CTAF. Flight Notification

Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (336) 661-3096. LAWRS.**COMMUNICATIONS:** CTAF 123.75 ATIS 121.3 UNICOM 122.95Ⓡ **GREENSBORO APP/DEP CON** 124.35**WINSTON SALEM TOWER** 123.75 (1145-0230Z†) **GND CON** 128.25**AIRSPACE:** CLASS D svc 1145-0230Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GSO.**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74' W79°58.58' 297° 13.1 NM to fld. 879/03W.

HIWAS.

REENO NDB (LOM) 317 IN N36°04.26' W80°10.01' 332° 4.6 NM to fld. Unmonitored when twr clsd.**ILS 110.3** I-INT Rwy 33. Class IB. LOM REENO NDB. GS unusable byd 7° left and byd 4° right of course.**WOODVILLE** N36°15.78' W76°17.88' NOTAM FILE ECG.

WASHINGTON

NDB (MHW) 254 LLW 101° 6.0 NM to Elizabeth City CG Air Station/Rgnl.

L-35C

WRIGHT BROTHERS N35°55.23' W75°41.82' NOTAM FILE MQI.

CHARLOTTE

(T) **VORW/DME** 111.6 RBX Chan 53 at Dare Co Rgnl. 10/08W.

L-35D

VOR unusable 281°-318° blo 8000', 319° blo 4000' and 320°-280°. Unmonitored 2300-1300Z†.

YADKINVILLE**LONE HICKORY** (80C) 6 S UTC-5(-4DT) N36°03.08' W80°41.37'

CINCINNATI

1000 NOTAM FILE RDU Not insp.

RWY 16-34: 2000X60 (TURF)**RWY 16:** Road. **RWY 34:** Trees.**AIRPORT REMARKS:** Attended irregularly. Call 336-463-4680. Acft opr from Piney Ridge Arpt 1.3 mi northwest. Acft parked 90' from centerline at rwy mid point. Rwy 16-34 has 3% grade, winds permitting tkf Rwy 34 and ldg Rwy 16. P-lines 500'-1000' north Rwy 16 thld. No fit training or student pilots only experienced pilots permitted.

Rwy 34 dep make left turn for noise and obstruction avoidance.

COMMUNICATIONS: CTAF 122.9**YANCEYVILLE****CASWELL** (6W4) 2 W UTC-5(-4DT) N36°23.98' W79°23.57'

CINCINNATI

648 NOTAM FILE RDU

RWY 04-22: 1735X150 (TURF)**RWY 04:** Tree. **RWY 22:** Trees.**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Model acft activity on arpt. Rwy 04-22 +50'-70' trees along both sides of rwy. +4' fence 20' from thld on diagonal. Occasional nighttime military ops. Rwy 04-22 marked with yellow cones.**COMMUNICATIONS:** CTAF 122.9**ZEPHYR** N36°18.79' W80°43.40' NOTAM FILE RDU.

CINCINNATI

NDB (MHW) 326 ZEF 242° 3.6 NM to Elkin Muni.

L-25B

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS

128.55

WINSTON-SALEM ATIS

121.3

GREENSBORO APP CON

124.35 269.225 (250°-049°)

118.5 327.075 (050°-249°)

SMITH
REYNOLDSPIEDMONT TRIAD
INTL

RALEIGH-DURHAM

117.2 RDU

Chan 119

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'

R-152
33°23'
3700
(35)

BLOCC

N35°32.93' - W79°36.56'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at
11,000 and 250K.

VACUM
N35°27.93'
W79°36.24'

11,000
360°
(15)

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93' - W79°35.28'

R-225
(35)



R-5311 A, B, C

TENNI
N34°46.90' - W80°03.81'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL210.

11,000
043°
(7-4)

R-332

FLORENCE
115.2 FLO
Chan 99

COLUMBIA
114.7 CAE
Chan 94
N33°51.44' - W81°03.23'
L-24, H-9-12

NOTE: DME Required.

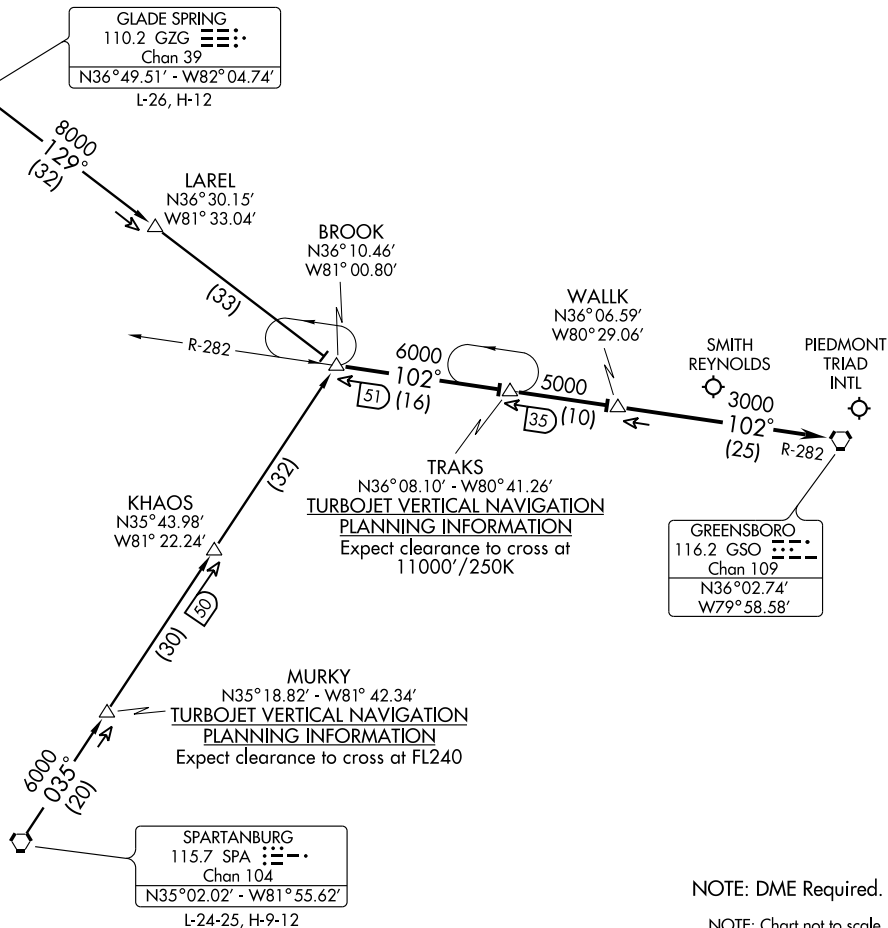
NOTE: Chart not to scale.

COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .
. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS
128.55
WINSTON-SALEM ATIS
121.3
GREENSBORO APP CON
124.35 269.225 (250°-049°)
118.5 327.075 (050°- 249°)



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS

128.55


WINSTON-SALEM ATIS


121.3

GREENSBORO APP CON

124.35 269.225 (250°-049°)

118.5 327.075 (050°-249°)

ROANOKE
109.4 ROA 
Chan 31
N37°20.61' - W80°04.23'
L-26, H-10-12

LYNCHBURG
109.2 LYH 
Chan 29
N37°15.28' - W79°14.19'
L-26-36, H-10-12

MAA FL310

MAA FL310
4000
*4000
235°
(50)181°
(37)

11 NM

HENBY


N36°43.17' - W80°01.49'
Turbojets expect clearance
to cross at 12,000'.

180°
(40)SMITH
REYNOLDS PIEDMONT
TRIAD
INTL 

R-360

NOTE: DME Required.

NOTE: Chart not to scale.

GREENSBORO
116.2 GSO 
Chan 109
N36°02.74' - W79°58.58'

LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . .

. . . From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

LOC I-INT	APP CRS	Rwy Idg	6655
<u>110.3</u>	332°	TDZE	941
		Apt Elev	969

ILS or LOC RWY 33

WINSTON-SALEM / SMITH REYNOLDS (INT)

▼
▲ For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase S-ILS 33 visibility to RVR 5000 all Cats. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 33 Cat. C visibility to RVR 4000 and Circling Cat. D ½ mile. ADF Required.

MALSR



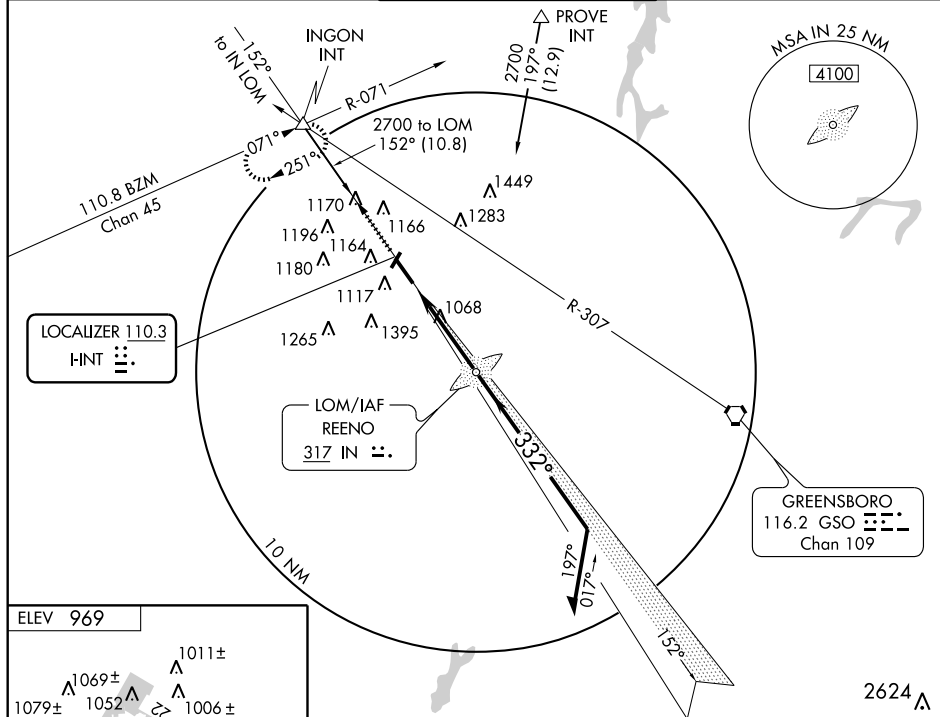
MISSED APPROACH: Climb to 3500 via 332° bearing from REENO LOM to INGN Int and hold, continue climb-in-hold to 3500.

ATIS
121.3

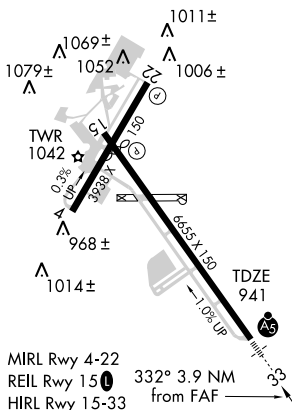
GREENSBORO APP CON
124.35 269.225




WINSTON-SALEM TOWER ★
123.75 (CTAF) **L** 257.8

GND CON
128.25

UNICOM
122.95

ELEV 969



3500 	REENO  <u>317</u>	332° BRG	INGON 
---	--	-------------	--

[illegible]

CATEGORY	A	B	C	D
S-ILS 33	1141/24 200 (200-½)			
S-LOC 33	1320/24 379 (400-½)			1320/40 379 (400-¾)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

WINSTON-SALEM, NORTH CAROLINA

Amdt 29 09127

WINSTON-SALEM / SMITH REYNOLDS (INT)

36°08'N - 80°13'W

ILS or LOC RWY 33

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2. 26 AUG 2010 to 23 SEP 2010

QUAKER THREE DEPARTURE

ATIS 121.3

GND CON

128.25

WINSTON-SALEM TOWER*

123.75 257.8

GREENSBORO DEP CON

124.35 269.225

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' - W79°14.19'
L-26-36, H-10-12

RICHMOND
114.1 RIC
Chan 88
L-34-36, H-10-12

ROANOKE
109.4 ROA
Chan 31
N37°20.61' - W80°04.23'
L-26, H-10-12

SOUTH BOSTON
110.4 SBV
Chan 41
N36°40.50' - W79°00.87'
L-26-36, H-12

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED

JEANY
N36°24.33' - W79°20.27'

TAKEOFF MINIMUMS:

RWYS 4, 15, 33, STANDARD.

RWY 22, 500-2 $\frac{3}{4}$ or STANDARD with minimum climb of 330' per NM to 1600.

GREENSBORO
116.2 GSO
Chan 109
N36°02.74' - W79°58.58'

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' - W78°47.00'
L-36, H-9-12

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence....TAKEOFF RWY 15: Climb heading 152°. Thence....TAKEOFF RWY 22: Climb heading 218°. Thence....TAKEOFF RWY 33: Climb heading 332°. Thence....TURBOJETS: Maintain 4000. TURBOPROP/PROP: Maintain 2500 or assigned altitude.

... Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline, up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

APP CRS 152°	Rwy Idg 6069
	TDZE 968
	Apt Elev 969

RNAV (GPS) RWY 15

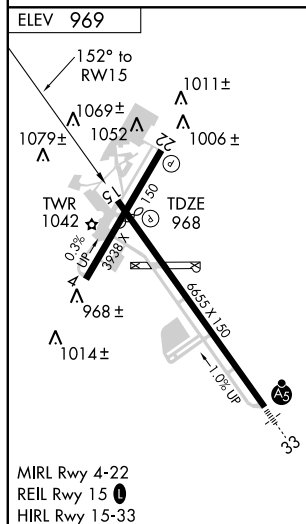
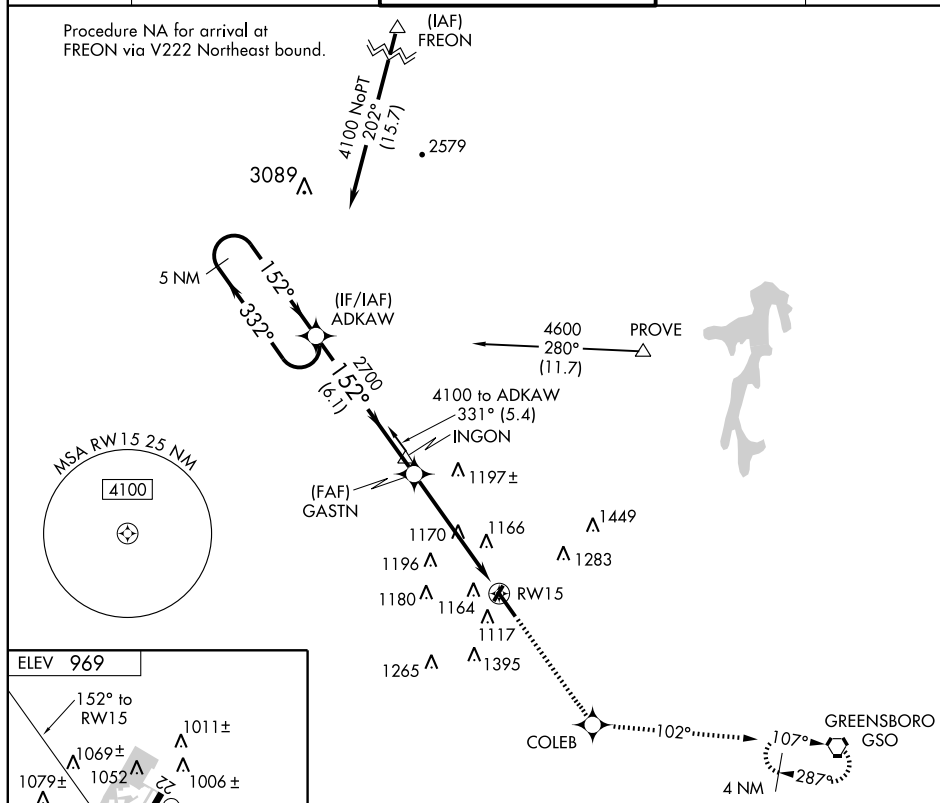
WINSTON-SALEM / SMITH REYNOLDS (INT)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COLEB and via track 102° to GSO VORTAC and hold.

ATIS 121.3	GREENSBORO APP CON 124.35 269.225	WINSTON-SALEM TOWER ★ 123.75 (CTAF) 0 257.8	GND CON 128.25	UNICOM 122.95
----------------------	---	---	--------------------------	-------------------------

Procedure NA for arrival at FREON via V222 Northeast bound.



5 NM Holding Pattern		ADKAW	3000	COLEB	GSO
			↑	✱	102° TRK
4100		← 332°			
		152° →			
		152°			
		GASTN			
		2700			
		3.04°			
		TCH 36			
		6.1 NM			
		5.3 NM			
		RW15			
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	452 (500-1)	1420-1¼ 452 (500-1¼)	1420-1½ 452 (500-1½)	
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1½ 611 (700-1½)	1740-2¼ 771 (800-2¼)	

WINSTON-SALEM, NORTH CAROLINA

Orig 09127

WINSTON-SALEM / SMITH REYNOLDS (INT)

36°08'N - 80°13'W

RNAV (GPS) RWY 15

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 82011 W33A	APP CRS 332°	Rwy Idg TDZE 941 Apt Elev 969
--	------------------------	---

RNAV (GPS) RWY 33

WINSTON-SALEM / SMITH REYNOLDS (INT)

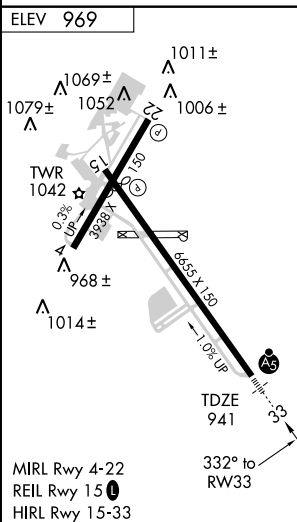
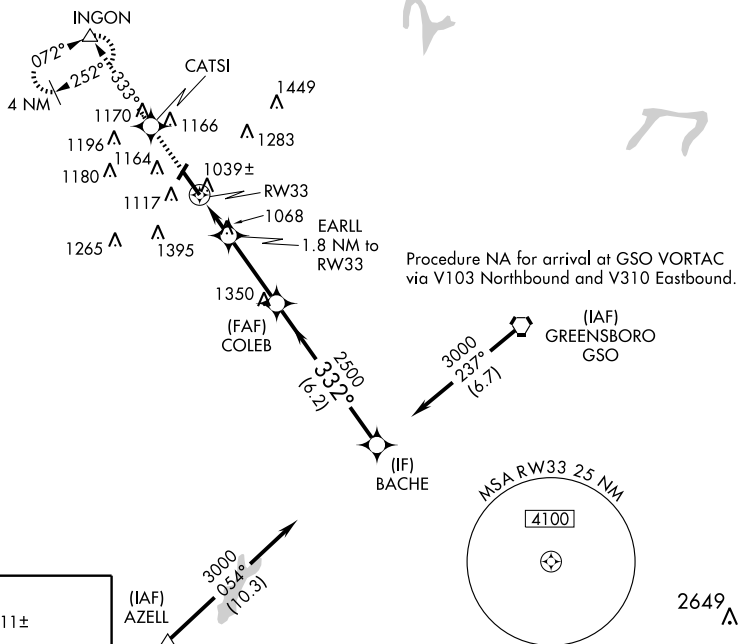
For inoperative MALS, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile.

MALS



MISSED APPROACH:
Climb to 3500 direct CATSI and via 333° track to INCON and hold, continue climb-in-hold to 3500.

ATIS 121.3	GREENSBORO APP CON 124.35 269.225	WINSTON-SALEM TOWER ★ 123.75 (CTAF) 0 257.8	GND CON 128.25	UNICOM 122.95
----------------------	---	---	--------------------------	-------------------------



3500	CATSI	333° TRK	INGON	BACHE
↑	✦		△	
* LNAV only.				
EARLL 1.8 NM to RW33				
RW33				
COLEB				
332°				
2500				
1.8 NM 3 NM 6.2 NM				
CATEGORY	A	B	C	D
LPV DA	1141/24 200 (200-½)			
LNAV/VNAV DA	1407/60 466 (500-1¼)			
LNAV MDA	1380/24	439 (500-½)	1380/40 439 (500-¾)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-¾)	1740-2½ 771 (800-2½)

WINSTON-SALEM, NORTH CAROLINA

Orig 09127

WINSTON-SALEM / SMITH REYNOLDS (INT)

36°08'N - 80°13'W

RNAV (GPS) RWY 33

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

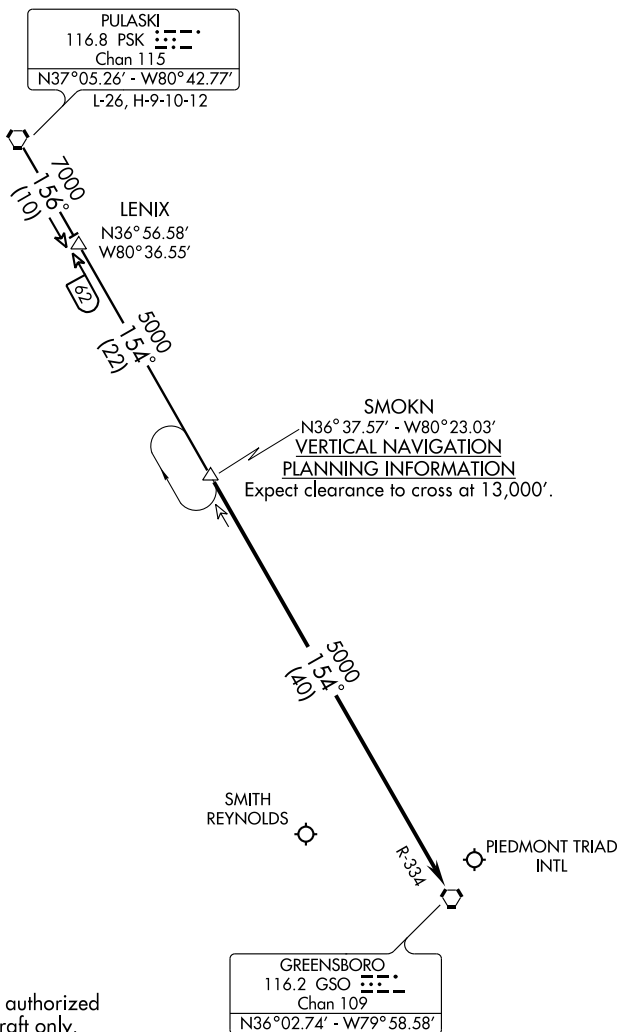
GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS

128.55

WINSTON-SALEM ATIS

121.3

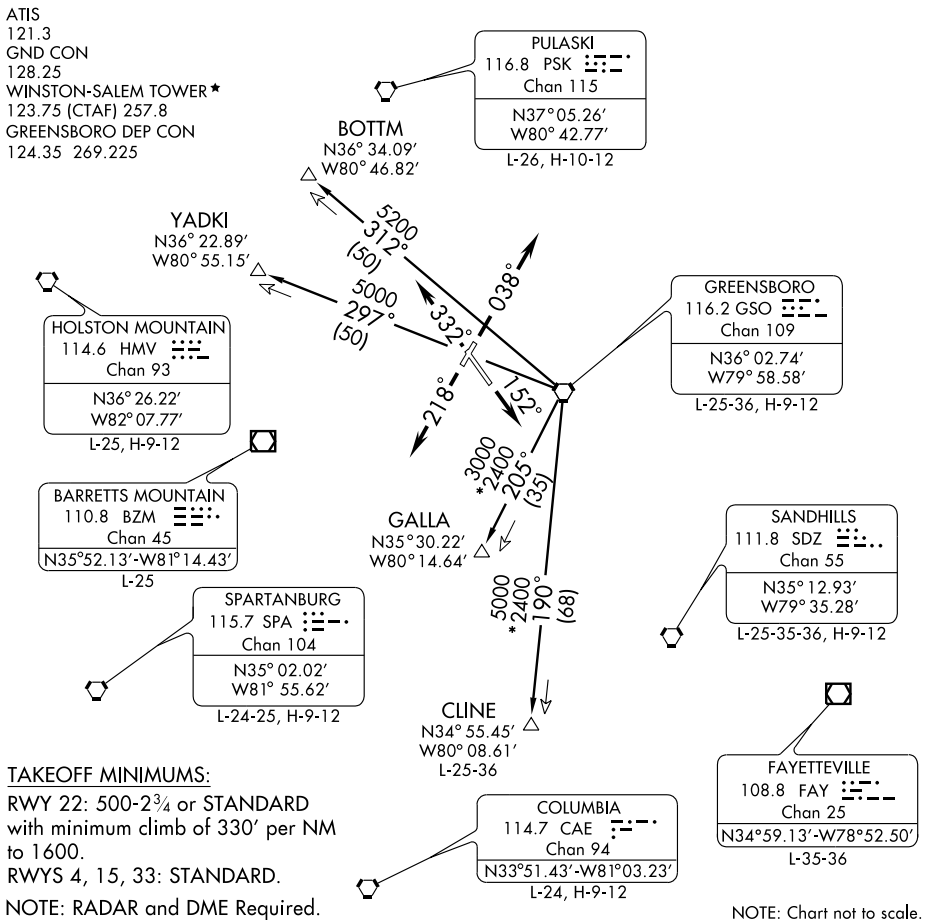


PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

...From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

TRIAD SIX DEPARTURE

WINSTON-SALEM/ SMITH REYNOLDS (INT')
SL-463 (FAA) WINSTON-SALEM, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 4: Climb heading 038°. Thence. . .
- TAKEOFF RWY 15: Climb heading 152°. Thence. . .
- TAKEOFF RWY 22: Climb heading 218°. Thence. . .
- TAKEOFF RWY 33: Climb heading 332°. Thence. . .

Turbojets: Maintain 4000.

Turboprop/Prop: Maintain 2500 or assigned altitude.

Expect vector to intercept assigned radial associated with the issued transition.

Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.
CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.
GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.
YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline, up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

SE-2, 26 AUG 2010 to 23 SEP 2010

SE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GSO
116.2
 Chan **109**

APP CRS
118°

Rwy Idg
 TDZE **6069**
 Apt Elev **968**

VOR/DME RWY 15

WINSTON-SALEM / SMITH REYNOLDS (INT)



MISSED APPROACH: Climb to 3000
 direct GSO VORTAC and hold.

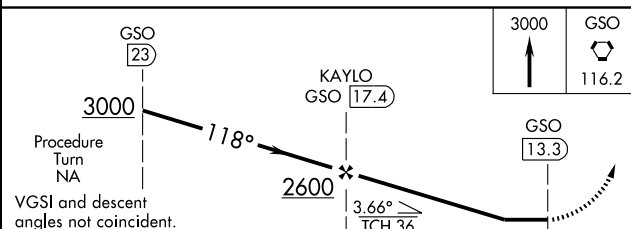
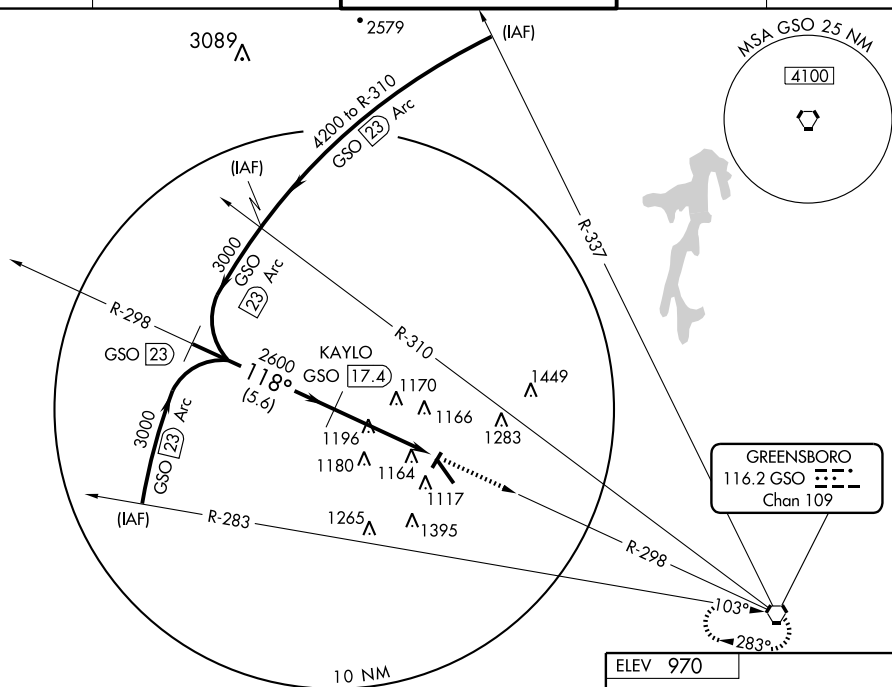
ATIS
121.3

GREENSBORO APP CON
124.35 269.225

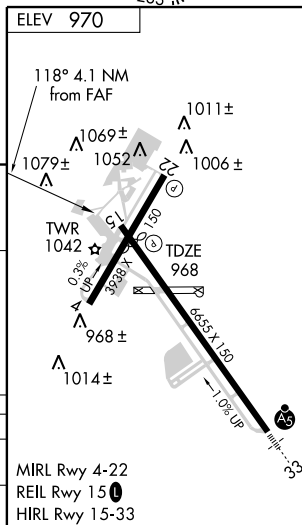
WINSTON-SALEM TOWER ★
123.75 (CTAF) 0 257.8

GND CON
128.25

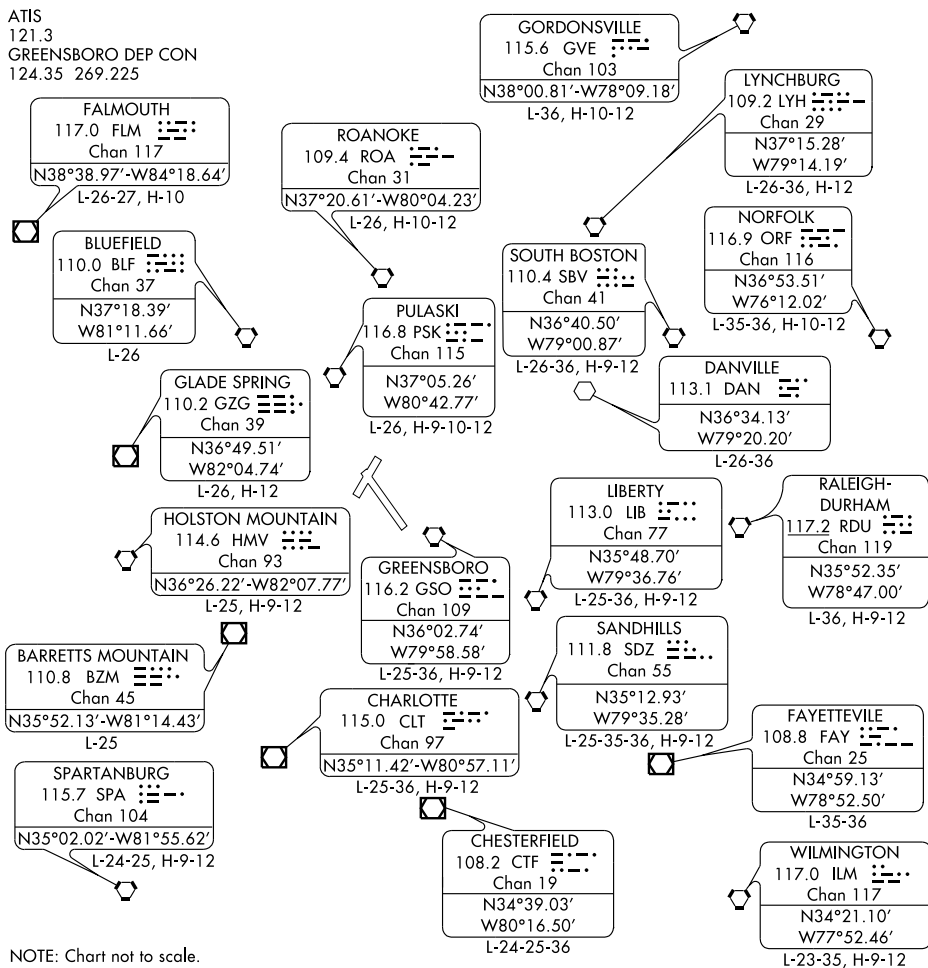
UNICOM
122.95



CATEGORY	A	B	C	D
S-15	1500-1	532 (600-1)	1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1500-1 530 (600-1)	1580-1 610 (700-1)	1580-1¾ 610 (700-1¾)	1740-2½ 770 (800-2½)



WINSTON ONE DEPARTURE

WINSTON-SALEM/SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TURBOJETS: Fly runway heading or heading assigned by tower, maintain 5000 feet or assigned altitude. Thence....PROPELLER AIRCRAFT: Fly runway heading or heading assigned by tower, maintain assigned altitude. Thence....

....Expect vectors to join filed route. Expect filed altitude 10 minutes after departure.